

CITY OF VANCOUVER  
REGULAR COUNCIL MEETING

A Regular meeting of the Council of the City of Vancouver was held on Tuesday, October 16, 1973, in the Council Chamber at approximately 2:00 p.m.

PRESENT: Mayor Phillips  
Aldermen Bowers, Gibson, Harcourt, Hardwick,  
Marzari, Massey, Pendakur, Rankin  
and Volrich

ABSENT: Alderman Linnell (Leave of Absence)

CLERK TO THE COUNCIL: D. H. Little

PRAYER The proceedings in the Council Chamber were opened with prayer offered by the Civic Chaplain, Rev. J. Gordon Gardiner of St. James Anglican Church.

ACKNOWLEDGMENT

The Mayor acknowledged the presence in the Council Chamber of students from St. Michael's School, under the direction of Miss Cafferky.

'IN CAMERA' MEETING

The City Clerk advised that the 'In Camera' Committee is agreeable to the items proposed for 'In Camera' consideration later this day with the exception of one which will be determined after discussion in the 'In Camera' meeting.

ADOPTION OF MINUTES

MOVED by Ald. Hardwick,  
SECONDED by Ald. Gibson,

THAT the Minutes of the Regular Council meeting (with the exception of the 'In Camera' portion), dated October 2, 1973, be adopted.

- CARRIED UNANIMOUSLY

MOVED by Ald. Hardwick,  
SECONDED by Ald. Gibson,

THAT the Minutes of the Special Council meeting dated October 9, 1973, be adopted.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Volrich,  
SECONDED by Ald. Hardwick,

THAT the Council resolve itself into Committee of the Whole, Mayor Phillips in the Chair.

- CARRIED UNANIMOUSLY

DELEGATIONS AND OTHER REPORTS

A. Report of the Standing Committee  
on Housing dated October 2, 1973

At this time the Council considered the report of the Standing Committee on Housing dated October 2, 1973, dealing with Lodging House By-law, proposing various amendments, and considered also a Departmental report from the Director of Permits and Licenses making certain recommendations.

In respect of these matters Mrs. J. Adams, on behalf of the Vancouver & District Public Housing Tenants' Association, appeared and submitted a brief expressing views on various aspects of the general subject and requested certain changes be included in the proposed new Lodging House By-law.

cont'd....

DELEGATIONS AND OTHER REPORTS (cont'd)

Report of Standing Committee  
on Housing, October 2, 1973  
Lodging House By-law (cont'd)

MOVED by Ald. Rankin,

THAT the representation of Mrs. Adams be received and the Corporation Counsel and Building Inspector be requested to report, to the next meeting of Council, on any new points raised in the brief;

FURTHER that the report of the Standing Committee on Housing dated October 2, 1973, and the Departmental Report on the general subject be deferred to the next meeting for consideration at that time.

- CARRIED UNANIMOUSLY

(Alderman Hardwick requested it be noted in the record that he was absent from the meeting of the Standing Committee on Housing on October 2nd when this Lodging House By-law question was dealt with, due to the fact he was on Civic business)

COMMUNICATIONS OR PETITIONS

1. Importation and  
Breeding of Reptiles

The Council noted a resolution from the City of Guelph, Ontario, asking endorsement of a resolution to the Federal Government to enact appropriate legislation which would restrict the importation and breeding of reptiles, not common to Canada, except in the case of research, zoo and circus purposes.

MOVED by Ald. Bowers,

THAT this communication be received.

- CARRIED UNANIMOUSLY

2. Delegation: Canadians for  
Democracy in Chile

MOVED by Ald. Rankin,

THAT, pursuant to request received, arrangements be made by the City Clerk for a delegation to be heard, at the next regular Council meeting, from the Canadians for Democracy in Chile Committee.

- CARRIED

(Alderman Bowers voted against the motion)

3. Cancellation of Licenses:  
Certain Licenses in the Downtown  
Eastside Area

A communication, dated October 15, 1973, from the City Clerk referred to Council's previous action with regard to licensees of certain hotels and other establishments in the downtown eastside area appearing before Council to show cause why their licenses should not be cancelled. The City Clerk advised that such representations could be lengthy and, therefore, the Council may wish to set a special day or days for these hearings.

The Corporation Counsel proposed a Committee of Council be appointed, together with the Corporation Counsel, to meet with the representatives of these licensees to lay down ground rules for these Council hearings.

cont'd....

Regular Council, October 16, 1973 . . . . . 3

COMMUNICATIONS OR PETITIONS (cont'd)

Cancellation of Licenses (cont'd)

MOVED by Ald. Hardwick,

THAT the following be appointed to meet with representatives of the licensees in question and thereafter report to Council on ground rules recommended to be followed in respect of appearances before Council on these matters:

Alderman Rankin  
Alderman Volrich  
Corporation Counsel

- CARRIED UNANIMOUSLY

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

B. BOARD OF ADMINISTRATION  
General Report, October 12, 1973

WORKS AND UTILITY MATTERS (October 12, 1973)

MOVED by Ald. Hardwick,

THAT the recommendation of the Board of Administration contained in this report in the matter of Local Improvements by "Petition", be approved.

- CARRIED UNANIMOUSLY

HARBOURS AND PARKS MATTERS (October 12, 1973)

MOVED by Ald. Hardwick,

THAT the recommendation of the Board of Administration contained in this report in the matter of Kerrisdale Arena Renovations be approved, after certain clerical amendments have been made, particularly in recommendation 1, changing the figures \$193,548 to read \$203,548.

- CARRIED UNANIMOUSLY

FINANCE MATTERS (October 12, 1973)

The Council considered this report which contained four clauses identified as follows:

- Clause 1: Investment Matters (various funds), August
- Clause 2: Additional Staff: Health Department
- Clause 3: Trip to Phoenix to observe Votomatic Count
- Clause 4: Grants in lieu of General, School,  
Hospital and Municipal Finance Authority Taxes

The Council took action on this report as follows:

Clauses 1, 2 and 3

MOVED by Ald. Bowers,

THAT the recommendations of the Board of Administration contained in these clauses be approved.

- CARRIED UNANIMOUSLY

Clause 4: Grants in lieu of General, School  
Hospital and Municipal Finance Authority  
Taxes

The Council considered the report of the Director of Finance submitted by the Board of Administration respecting grant requests in lieu of General, School, Hospital and Municipal Finance Authority Taxes, and the following is extracted therefrom:

cont'd....

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BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

FINANCE MATTERS (October 12) cont'd..

Grants in Lieu of Municipal Finance  
Authority Taxes (cont'd)

"

A. Religious Organizations

- (i) Fraserview Pentecostal Assembly \$ 1,267.25  
 7416 Victoria Drive - Lot A/57/Fraserview Plan 8446  
 Addition to Church  
 In use from January 28, 1973  
 Date of first building inspection, July 5, 1972  
 Grant to cover period from July 5, 1972 to  
 December 31, 1973

B. Hospitals

- (i) G. F. Strong Rehabilitation Centre 61,155.68  
 4255 Laurel Street - Lot 1/696,716&717/526 Plan 13939  
 Hospital  
 Occupied and in use from June 30, 1973  
 Date of first building inspection, April 24, 1971  
 Grant to cover period from April 24, 1971 to  
 December 31, 1973  
 Under a policy laid down by City Council to deal  
 departmentally with requests for grants in lieu of  
 taxes, one regulation reads as follows: "Grants in  
 lieu of taxes shall not be made for a period extending  
 more than two calendar years".  
 The above application by G.F.Strong Rehabilitation  
 Centre extends partly over three calendar years. The  
 Society has stated that construction was continuous  
 from April 1971 to June 1973 and wishes City Council  
 to consider this application for the period from the  
 date of the first building inspection to December 31,  
 1973.

C. Charitable Organizations

- (i) M. Kopernik (Nicolaus Copernicus) Foundation 7,946.72  
 3150 Rosemount Drive - Lot 44/334 Plan 14240  
 Senior Citizens Personal Care Home  
 Occupied and in use from May 1, 1973  
 Date of first building inspection October 25, 1972  
 Grant to cover period from October 25, 1972 to  
 December 31, 1973
- (ii) South Amherst Housing Society \$ 684.38  
 7008 Balmoral Street - Lot 8/2/Fraserview Plan 8393  
 Senior Citizen's Home  
 Occupied and in use from July 1973  
 Date of first building inspection February 12, 1973  
 Grant to cover period from February 12, 1973 to  
 December 31, 1973
- (iii) Salvation Army 1,010.31  
 1106 West 11th Avenue - Lot 10/394/526  
 Rehabilitation Home for Women  
 Occupied and in use from February 22, 1973  
 Grant to cover period from February 22, 1973 to  
 December 31, 1973

cont'd....

Regular Council, October 16, 1973 . . . . . 5

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

FINANCE MATTERS (October 12) cont'd..

Grants in Lieu of Municipal Finance  
Authority Taxes (cont'd)

(iv) Children's Aid Society 1,329.36

8308 Fremlin Street - Lot 1/28/B/319  
Group Home  
Occupied and in use from June 1, 1972  
Grant to cover period from June 1, 1972 to  
December 31, 1973

(v) Children's Aid Society 1,379.22

8120 Cartier Street - Lots 13&14/3&4/B/319  
Group Home  
Occupied and in use from July 1, 1972  
Grant to cover period from July 1, 1972 to  
December 31, 1973

As grants in lieu of taxes are subject to Council approval, the above requests for grants in lieu of taxes amounting to \$74,772.92 in total are submitted for Council consideration. "

MOVED by Ald. Bowers,

THAT the grant requests contained in the aforementioned report of the Director of Finance. set out above, be approved as of the grant period so set out in each case in the report.

- CARRIED UNANIMOUSLY  
AND BY THE REQUIRED  
MAJORITY

PROPERTY MATTERS (October 12, 1973)

The Council considered this report which contained three clauses identified as follows:

- Clause 1: Mortgage of Lease: 250 Terminal Avenue
- Clause 2: Acquisition for Britannia Community Services Centre  
Site: 950 McLean Drive
- Clause 3: Acquisition for Public Housing for Single People  
Site A - S/S Cordova Street between Gore and Dunlevy  
Avenues: 358 East Cordova Street

The Council took action on this report as follows:

Clauses 1, 2 and 3

MOVED by Ald. Hardwick,

THAT the recommendations of the Board of Administration contained in these clauses be approved.

- CARRIED UNANIMOUSLY

C. Report of Granville Street

Transit Mall Committee, October 12, 1973

Alderman Massey, on behalf of the Granville Street Transit Mall Committee, submitted the following report under date of October 12, 1973:

" BACKGROUND

At its meeting on July 17, 1973, Council approved the terms of reference for the conceptual design of the Granville Street Pedestrian Transitway and a maximum fee of \$10,000 was approved.

The conceptual design was presented by the Consultant to Council at its meeting on September 25, 1973, together with a report of the Granville Street Planning Committee and the following recommendations of the Committee were approved:

cont'd....

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)Report of Granville Street  
Transit Mall Committee (cont'd)

"1. That the consultants, Bain, Burroughs & Hanson be required to provide the essential design elements that remain outstanding for firm approval by Council no later than October 16, 1973."

"2. That Council instruct the Committee to negotiate with Bain, Burroughs & Hanson for their additional involvement beyond the present terms of reference and to report back on new terms of reference and costs."

"11. That Council approve the financing of this project as set out in the report of the Director of Finance in the amount of \$3,244,000 (estimated Engineering Department costs) plus an additional \$6,000 for contingencies as required by the Committee. Total = \$3,250,000".

At the presentation Council asked where costs might possibly be reduced and were told that reconsideration of the street lighting as well as the roadway design might achieve reductions.

Council then resolved:

"That where there are alternatives to the proposed capital expenditures, the Committee report back to the Council in connection therewith prior to that work being commenced."

Your Committee has reviewed these matters with the consultant and reports as follows:

ALTERNATIVES RESULTING IN COST REDUCTIONS

On October 1, 1973, a meeting of the Granville Street Planning Committee was held to which a number of Granville Street merchants and property owners were invited, to study a model of the pedestrian transitway. Three alternative methods of preparing the street for resurfacing were demonstrated:

- (1) Paving on top of existing asphalt.
- (2) Removing the layer of asphalt but leaving the underlying concrete roadbed.
- (3) Removing the concrete roadbed.

The model revealed that alternative (1) would require steps at certain portions separating the sidewalk from the roadway and drainage in the center of the sidewalk. Alternative (2) required drainage in the centre of the sidewalk. Alternative (3) permitted the most attractive treatment with drainage into a gutter in the usual fashion but would be the most expensive and would create the most noise during removal of the concrete.

It was generally agreed that having drainage in the sidewalk would be undesirable, particularly in freezing weather when the sidewalk could become icy. The merchants present felt the extra noise of Alternative (3) would be acceptable.

After studying the alternatives the Consultant recommended and the Committee agreed that the best solution would be to remove the concrete roadbed (Alternative 3) except at intersections. This would permit the construction of sidewalks that would drain into the roadway in the usual fashion. This compromise would permit substantial savings. The effect would be a slightly raised roadway at the intersections relative to the rest of Granville Street.

The review of street lighting resulted in the redesign of the street lights using available old Vancouver standards, adding tree lighting and plugs for decorations. The net effect of this also was a significant reduction in cost.

cont'd....

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

Report of Granville Street  
Transit Mall Committee (cont'd)

ADDITIONAL INVOLVEMENT OF CONSULTANTS

Having completed all elements of the conceptual design, Bain, Burroughs & Hanson should be retained to complete the detailed design for the mall. Such items as the selection of trees, determination of their exact location, precise design of tree surrounds and grates, the design and pattern of pavement and a great number of other elements are required. New terms of reference are set forth in Appendix 1 of this report. Corporation Counsel will prepare the necessary agreement if Council approves.

The Committee recommends that Council approve a consultants fee of \$20,000 for the completion of the detailed design of the mall and for continued consultation and advice until the project's completion as follows:

- \$15,000 - for consultant work listed in the terms of reference including sub-consultant work to date (i.e. G. Spratt & Associates; Landscaping).
- \$ 5,000 - for future sub-consultants and design changes - subject to prior approval of each item by the Granville Street Planning Committee.
- \$20,000 - Total (maximum)

USE OF HOWE STREET DURING MALL CONSTRUCTION

Pacific Centre have informed us that they will return 3 lanes of Howe Street to the City in December 1973 (before their agreed on deadline of March 1974) provided that there is sufficient good weather to waterproof the structure under the street. If adverse weather occurs during the entire intervening period a cover will have to be constructed over the work. This would cost about \$25,000 and this amount is included in the revised cost estimates. Pacific Centre have offered to provide all materials.

The Engineering Department and the Consultant have prepared the following revised cost estimate for the project based on the design revisions noted above:

- 1. The total revised estimated capital cost of Phase I of this project is in the order of \$ 2,792,000 \*
- This cost is made up as follows:
- (a) Street work, including:
  - (i) removal of existing roadbed. \$ 210,000
  - (ii) construction of transitway, curbs, new sidewalks, and treatment at intersections. \$ 725,000
- (b) Survey \$ 4,000
- (c) Renewal and/or relocation of service connections, hydrants, and provision of new services. \$ 150,000
- (d) Additional drainage requirements (over and above sewer reconstruction) \$ 150,000
- (e) "Pedestrian-scale" street lighting. \$ 320,000
- (f) Trolley feeders and lines. \$ 300,000
- (g) Traffic signals, street name signs, fire alarm and utility relocation. \$ 100,000
- (h) Purchase and installation of trees plus miscellaneous planting. \$ 107,000

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

Report of Granville Street  
Transit Mall Committee (cont'd)

(i) Ornamental tree surrounds and vertical protective grilles.	\$ 45,000
(j) Litter containers.	\$ 11,000
(k) Special equipment (for cleaning purposes)	\$ 25,000
(l) Special snow removal equipment.	\$ 70,000
(m) Additional staff (6 months only)	\$ 25,000
(n) Overtime charges.	\$ 10,000
(o) Howe Street	\$ 25,000
(p) B.C. Hydro charges (temporary re-routing of transit during construction).	\$ 50,000
Total	\$ 2,327,000
Plus 20% Contingency	\$ 465,000
Estimated Capital Cost	\$ 2,792,000
2. Additional fee for Bain, Burroughs & Hanson.	\$ 20,000
3. Contingencies as required by the Committee.	\$ 6,000
TOTAL	\$ 2,818,000

\* Based on 1973 dollars.

**Your Committee RECOMMENDS that:**

1. Council approve the terms of reference for the continued involvement of the Consultant as set out in Appendix I.
2. Council approve the Consultants fee for completion of the detailed design in the amount of \$15,000 plus an additional \$5,000 for sub-consultants and design changes, the latter subject to prior approval by the Committee.
3. Council approve appropriations being revised downward as per the Table of Costs above, including consultants fee and resulting in a reduction of \$ 432,000 to a new estimated total cost of \$ 2,818,000.
4. Additions and adjustments to appropriations as per the above recommendations be made to the previously authorized source of funds. "

(appendices referred to above are  
on file in the City Clerk's Office)

MOVED by Ald. Massey,

THAT the Committee recommendations contained in the foregoing report be approved after the required adjustments have been made as a result of changing the cost estimate "Pedestrian-scale" street lighting \$320,000 to read \$355,000 where such appears in the report, and which results in a new estimated total cost of \$2,853,000 rather than \$2,818,000 set out in recommendation 3.

- CARRIED

(Alderman Rankin voted against the motion)



Regular Council, October 16, 1973 . . . . . 9

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

D. DEPARTMENTAL REPORT  
October 12, 1973

WORKS AND UTILITY MATTERS (October 12)

The Council considered this report which contains three clauses identified as follows:

- Cl. 1: Temporary Closure - 19th Avenue, Oak Street  
to Laurel Street
- Cl. 2: Introduction of New Bus Service
- Cl. 3: Shredding, Recycling and Landfill Drainage

and took action as follows:

Clause 1: Temporary Closure 19th Avenue

MOVED by Ald. Hardwick,

THAT the recommendation of the City Engineer contained in this clause be approved.

- CARRIED UNANIMOUSLY

Clause 2: Introduction of New Bus Service

MOVED by Ald. Hardwick,

THAT the City Engineer's recommendations 1 to 5 inclusive contained in this clause be approved;

FURTHER THAT, in respect of the proposed 49th - U.B.C. bus service, the Council express agreement with the officials that the service be routed via Cambie Street and this question of Cambie versus Granville routing be pursued at the Council level with the Bureau of Transit Services.

- CARRIED

(Alderman Pendakur voted against the motion)

Clause 3: Shredding, Recycling and Landfill Drainage

MOVED by Ald. Hardwick,

THAT, in respect of Part "A" on the subject of Shredding, the City Engineer's recommendation contained in this clause, i.e. refuse shredding not be incorporated as part of the City's refuse disposal operation at the present time, be approved.

- CARRIED UNANIMOUSLY

In regard to Part "B" of this clause regarding Recycling, the City Engineer submitted the following for consideration:

- " (1) \$20,000 be appropriated for initiation of Pilot No. 1 (City collection) (4 month duration).
- (2) \$7,500 be appropriated for initiation of Pilot No. 2 (Recycling Depot) (4 month duration).
- (3) \$13,500 be appropriated for initiation of Pilot No. 2 (Recycling Depot) (12 month duration).
- (4) If Council decides to proceed with one of the above pilot methods, the applicable amount of funds be approved in advance of the 1974 Revenue Budget, and authority be granted to begin the project after January 1, 1974.
- (5) The material obtained from the pilot projects be sold to a dealer selected by the City Engineer. "

cont'd....

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BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

DEPARTMENTAL REPORT  
October 12, 1973 (cont'd)

WORKS & UTILITY MATTERS (cont'd)

Shredding, Recycling and Landfill Drainage (cont'd)

MOVED by Ald. Harcourt,  
THAT the City Engineer's recommendations 1, 3, 4 and 5  
set out above, be approved.  
- CARRIED

(Alderman Marzari voted against the motion)

MOVED by Ald. Harcourt,  
THAT, in respect of Part C of the clause regarding landfill  
drainage, the City Engineer's report be received.  
- CARRIED UNANIMOUSLY

BUILDING & PLANNING MATTERS (October 12)

The Council considered this report which contains three  
clauses identified as follows:

- Clause 1: Asian Art Museum: Possible Site
- Clause 2: Interim Control of Large Signs
- Clause 3: Rezoning Application S/S 1000 block Barclay

and took action as follows:

Clause 1: Asian Art Museum  
Possible Site

MOVED by Ald. Pendakur,  
THAT the Council make a site available to the Asian Art  
Society immediately west of Building 14, being Site A on the  
plan submitted, subject to any release of the site being subject  
to the following:  
(a) approval of the Park Board  
(b) discussion with the Greater Vancouver  
Museums and Planetarium Association  
(deferred)

MOVED by Ald. Harcourt,  
THAT this whole matter, including the motion of Alderman  
Pendakur, be deferred for one month pending a report from  
Alderman Volrich on the matter of a multi-cultural centre.  
- CARRIED UNANIMOUSLY

Clause 2: Interim Control of Large Signs

MOVED by Ald. Hardwick,  
THAT the recommendation of the Director of Planning and  
Civic Development, contained in this clause, be approved.  
- CARRIED UNANIMOUSLY

Clause 3: Rezoning Application  
S/S 1000 block Barclay Street

MOVED by Ald. Hardwick,  
THAT the recommendation of the Director of Planning and  
Civic Development that the reports of the Technical Planning  
Board and Vancouver City Planning Commission be received, and  
the application for rezoning be referred for the consideration  
of Council at a Public Hearing, be approved.  
- CARRIED UNANIMOUSLY

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

DEPARTMENT REPORT  
October 12, 1973 (cont'd)

LICENSES AND CLAIMS MATTERS  
(October 12, 1973)

Spaying Services and Population  
Control of Dogs

After considering the report of the Corporation Counsel on the above subject, it was,

MOVED by Ald. Bowers,  
THAT the Council approve a minimum fine of \$15.00 and the Corporation Counsel be instructed to bring in the required amending by-law.

- CARRIED

(Aldermen Hardwick and Rankin voted against the motion)

E. Report of Standing Committee on  
Social Services, September 27, 1973

The Council considered the report of the Standing Committee on Social Services dated September 27, 1973, which contains three clauses identified as follows;

- Clause 1: Control of Crime, Downtown Eastside
- Clause 2: Grant Request - John Howard Society,  
Sibling Project
- Clause 3: Grant Request - False Creek Little League

and took action as follows:

Clause 1: Control of Crime, Downtown Eastside

MOVED by Ald. Rankin,

- (i) THAT recommendation "A" of the Committee be approved;
- (ii) THAT recommendation "B" of the Committee be approved after being changed to read as follows:  

"That Council instruct the Chief License Inspector to report to Council any store, where evidence is found that they are selling alcohol based vanilla flavourings, extracts or inhalants to juveniles";
- (iii) THAT recommendation "C" of the Committee be approved after being changed to read as follows:  

"That Council strongly urge the Federal Department of Justice to include the carrying of full scale imitation guns as an offence under the Criminal Code"
- (iv) THAT recommendation "D" of the Committee be approved;
- (v) THAT recommendation "E" be approved.

- CARRIED UNANIMOUSLY

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BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

Report of Standing Committee on  
Social Services, September 27 (cont'd)

Clause 2: Grant Request, John Howard Society:  
Sibling Project

MOVED by Ald. Rankin,

THAT the recommendations of the Committee in this clause be approved and a grant in the amount of \$4,380 be approved accordingly to the John Howard Society.

- CARRIED UNANIMOUSLY  
AND BY THE REQUIRED  
MAJORITY

Clause 3: Grant Request:  
False Creek Little League

MOVED by Ald. Rankin,

THAT the information of the Committee in this clause be received.

- CARRIED UNANIMOUSLY

F. Report of Standing Committee on  
Social Services, October 4, 1973

The Council considered this report which contains five clauses identified as follows:

- Cl. 1: Mental Patients Association Residence  
1745 West 11th Avenue
- Cl. 2: Spring Street Project, Evaluation Research
- Cl. 3: Crisis Centre - Post Partum Counselling Programme
- Cl. 4: Grant Request - False Creek Little League
- Cl. 5: Coordination of Day Care

The Council took action as follows:

Clause 1: Mental Patients Association Residence  
Development Permit Application #60352

In connection with this clause, the Board of Administration, under date of October 15, 1973, submitted an information report from the Director of Planning and Civic Development.

The Council was informed the Committee arrived at a tie vote on two recommendations in dealing with the matter.

MOVED by Ald. Rankin,

THAT the Mental Patients Association be issued a development permit for the operation of the residence at 1745 West 11th Avenue, as a boarding house, subject to normal conditions.

- CARRIED UNANIMOUSLY

Clause 2: Spring Street Project: Evaluation Research

MOVED by Ald. Rankin,

THAT the Committee's recommendations contained in this clause be approved.

- CARRIED UNANIMOUSLY

Clause 3: Crisis Centre - Post Partum Counselling Programme

MOVED by Ald. Rankin,

THAT the Committee's recommendations A, B, C, D and E contained in this clause be approved.

- CARRIED UNANIMOUSLY

Regular Council, October 16, 1973 . . . . . 13

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

Report of Standing Committee  
on Social Services, October 4, 1973 (cont'd)

Clause 4: Grant Request: False Creek  
Little League

MOVED by Ald. Rankin,

THAT Committee's recommendations "A" and "B" in this clause be approved.

- CARRIED BY THE  
REQUIRED MAJORITY

(Alderman Bowers voted against the motion)

Clause 5: Coordination of Day Care

MOVED by Ald. Rankin,

THAT the information of the Committee contained in this clause be received.

- CARRIED UNANIMOUSLY

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The Council recessed at approximately 4:00 p.m., and following an 'In Camera' meeting in the Mayor's Office, reconvened in open session at 4:30 p.m., with the same members present.

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BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

G. Report of Standing Committee on  
Waterfront & Environment  
October 4, 1973

The Council considered this report which contains four clauses identified as follows:

- Cl. 1: Development Proposals for the Fishermans Wharf
- Cl. 2: Development Permit Applications:
  - (a) Norpak Fisheries
  - (b) B.C. Sugar Refinery
  - (c) P.S. LeMare, Architect
  - (d) Air West Airlines Limited
- Cl. 3: Communication Town Group Limited
- Cl. 4: Information Report on Helicopter Noise

The Council took action as follows:

Clause 1: Development Proposals for the  
Fishermans Wharf

MOVED by Ald. Pendakur,

THAT the Committee's recommendations in this clause be approved after changing the deadline date shown in recommendation (i) for the receipt of proposals from December 15, 1973 to January 15, 1974.

- CARRIED UNANIMOUSLY

cont'd....

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)Report of Standing Committee on  
Waterfront & Environment  
October 4, 1973 (cont'd)Clause 2: Development Permit Applications

MOVED by Ald. Pendakur,

THAT the Committee's recommendations (a), (b), (c) and (d) contained in this clause, be approved.

- CARRIED

(Alderman Massey was excused from voting with regard to Committee recommendation (c) re development permit application #64226 (North foot of Cardero Street), being an interested party)

Clauses 3 and 4

MOVED by Ald. Pendakur,

THAT the information submitted by the Standing Committee in respect of Clauses 3 and 4 of the report be received.

- CARRIED UNANIMOUSLY

H. Report of Official Traffic Commission  
October 3, 1973

The Council considered this report of the Official Traffic Commission, which contains clauses identified as follows:

- Clause 1:(a) Synchronised Pedestrian Controlled Light at 49th Avenue, Frontenac or Arlington Streets
- (b) Tyne Street Pavement Width
- Clause 2: Traffic Problem in Kitsilano
- Clause 3: Pedestrian Safety - King Edward and Oak Street
- Clause 4: Traffic Dispersal from P.N.E. Exits
- Clause 5: School Crosswalks on Multi-lane Streets
- Clause 6: Vancouver Police Department: Administration Traffic Accident and Enforcement Summary Report

The Council took action as follows:

MOVED by Ald. Marzari,

THAT the Commission's recommendations in clauses 1 (a) and (b), 2, 3, 4, and 6 be approved and the information submitted by the Commission in Clause 5 be received.

- CARRIED UNANIMOUSLY

I. Report of Vehicles for  
Hire Board, October 12, 1973

Alderman Rankin, as Chairman of the Vehicles for Hire Board, submitted the following report under date of October 12, 1973, on the matter of "Auto Towing Contract":

" The City of Vancouver has for many years followed the policy of providing, through the Street and Traffic By-law, the prohibition of parking between certain hours of the day on certain days i.e. the 7-9 and 4-6 zones. To police these the City has utilized the technique of towing away the offending vehicle and letting the tow and impoundment fee be the penalty for contravening the Street and Traffic By-law by being parked in one of these time-limit zones.

The City has, since 1946 at least, had a private contract with a firm to provide this tow-away service, the contract stating the tow and impounding fee and other conditions relating to the towing of any vehicle contravening the time limits.

This contract has usually carried other conditions for the towing of City-owned vehicles, i.e. City vehicles out on duty which break down and must be transferred to a repair point. This part of the contract is a minor source of revenue for the contractor but does provide the City with this service on a suitable basis.

The present contract for the towing away of illegally parked vehicles in the time-restricted zones expires on December 3, 1973 and Council on September 5, 1973 was advised that the Administration was going to proceed with the tender call and did Council wish to consider any changes. At that meeting Council passed the following:

cont'd..

Regular Council, October 16, 1973 . . . . . 15

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

Report of Vehicles for Hire  
Board dated October 12 (cont'd)

"THAT the matter of the City of Vancouver Auto Towing Service be referred to the Vehicles for Hire Board with the suggestion that the Board examine the matter of dividing the City into areas for this towing service and that the Vehicles for Hire Board report back to Council as soon as possible. "

The Board, in compliance with this instruction of Council, invited every licensed tow-truck operator in the City of Vancouver to meet with the Board to discuss the matter of zones and meet with those interested on Thursday, October 11, 1973 at 7.30 p.m.

For the information of Council, attached is a full list of the licensees as of October 10, 1973.

Five licensees submitted orally: Buster's Auto Towing Services Limited, Wid's Towing, Jim Cunningham Services Limited, Mr. John Gordon and Mr. L.H. Chan. Local 31 of the Western Conference of Teamsters also submitted orally to the Board.

Buster's submission suggested that dividing the City into zones would increase the cost to the public, would be inefficient from the point of view of the contractors, would entail greater police staff costs, would be confusing to the public in terms of recovering their impounded vehicles and might initiate labour problems i.e. one company being union, one company being non-union. The company spokesman said that their firm was not interested in having only part of the City.

Wid's Towing, represented by Mr. C.W. Dickison, submitted that the contract should be split into two or three areas; the splitting would be of benefit to the public as competition would be introduced and might reduce cost, it would not be a problem to direct people to the correct impounding area; all bidders should be required to pay union wages; they support the concept of two or three separate zones, and would be able to meet contract requirements as to the number of vehicles if awarded the contract by contracting with other lease operators or adding more company-owned equipment.

Jim Cunningham Service Ltd., through its spokesman, suggested there was need for more "service" to cope with the increase in the number of motor vehicles on the city streets and the number of motor vehicle accidents on the street; the company holding the contract should be based throughout the city or throughout the zone, if zones were determined, which would provide faster "service" under the contract which would result in less police time being consumed in accident work; the company would be prepared to pay union rates; there should be a standard rate, suggested the use of a "master list" for the whole city and that the major concern of the contractor should be conserving the time of the Police Department and speeding the rush traffic.

Mr. L.H. Chan, doing business as Buster's Auto Towing as a lease operator, spoke on behalf of himself and the other lease operators working with Buster's Auto Towing; he objected to non-union contracts and spoke in support of the position put forward by Buster's.

Mr. John Gordon, another lease operator with Buster's, spoke generally in support of the positions of Mr. Chan and Buster's.

Mr. Lee Morley, the business agent, Local 31, Western Conference of Teamsters and Mr. N. Gillan, organiser for the Western Conference of Teamsters, advised the Board that they felt the City should have a union contract clause as a condition in this towing contract. They advised the Board that they represented the union which negotiated with the only two union-organised towing companies, Buster's and Wid's.

The Union's spokesmen also advised the Board that they had not received complaints on the matter of Buster's operation under the present contract.

cont'd....

Regular Council, October 16, 1973 . . . . . 16

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

Report of Vehicles for Hire  
Board dated October 12(cont'd)

The representative of the Chief Constable present at this meeting, upon request, advised that he had heard of no cause for complaint about the present contractor, Buster's, through the Police Department and that the two-zone system would be feasible from a police administration point of view, however three or four zones, he suggested, would give rise to problems.

The licensees were then asked by the Board what would be an economic division of the present city, bearing in mind that too small a zone would not provide sufficient income for a towing contractor. Wid's Towing and Cunningham Services Ltd. felt that a division into three zones would probably provide sufficient business with the zones being roughly as follows:

- 1st Avenue North to Burrard Inlet
- 1st Avenue South to 41st Avenue
- 41st Avenue South to the City boundaries

The Board then generally discussed the information which had been orally presented and reviewed the previous towing contract which had divided the City into two zones. The Board noted that when that contract was called there were different rates for the two zones and the Council of the day instructed the Board of Administration to meet with the bidders to remove this apparent anomaly. This was done and the City-wide area contracted to two separate operators with both charging exactly the same rates for towing and impoundments. The Board also considered the matter of increased costs which might result from dividing the City up into zones and the possibility also of reduction in the efficiency of removing vehicles from City streets and the minor but definite increase in administrative costs which would have to be borne either by the Police Department or other City staff operations.

The Board noted that a response to their request for information and evidence which could be used as the basis for a recommendation to Council had not been forthcoming and the Board's decision upon any recommendation would require some qualifications. As a result of further general discussion the Vehicles for Hire Board submits for the CONSIDERATION of Council the following:

THAT if Council instruct that the City be divided into more than one zone for the awarding of the Auto Towing Contract, it bear in mind the problems previously experienced with different rates in the different zones and that the Chief Constable be asked to advise on the establishment of zone boundaries after consultation with Buster's, Wid's and Cunninghams, and

THAT Council consider maintaining the City as a one-zone area for this contract in view of the problems inherent in zone contracts for auto towing.

MOVED by Ald. Rankin,

THAT the Council maintain the City as a one-zone area for this contract in view of the problems inherent in zone contracts for auto towing.

- CARRIED UNANIMOUSLY



BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)J. Report on Composition and Functions  
of the Official Traffic Commission  
dated October 1, 1973

Alderman Marzari, as Chairman of the Official Traffic Commission, submitted the following report under date of October 1, 1973, on the composition and functions of the Official Traffic Commission:

"The Official Traffic Commission was established by resolution of Council on June 4, 1929. Its duties as constituted at that time were:

1. To investigate and report to Council on all matters pertaining to traffic on City Streets, and the best methods of regulation and control.
2. To prepare by-laws and amendments necessary to control traffic and recommend Charter amendments necessary.
3. To collect information from other cities relative to traffic control and supply literature dealing with traffic and safety measures.
4. Such other purposes as may be referred for consideration by Council, Police Commission or other responsible public organization.

These functions have not changed much in the 44-year history of the Commission.\* The Engineering Department has taken on a greater responsibility to deal with relatively small matters (loading zones, parking time limits) which grew so large that dealing with them through the Traffic Commission tended to take up the Commission's time to the exclusion of more important traffic matters. It is the Engineering Department's policy to report to the Official Traffic Commission (1) on any matter of importance, (2) on smaller items as and when they are involved with a contentious issue and (3) on matters which are of special interest to Council.

The functions as delineated for the Commission are still valid. On reading over previous Commission minutes, I might say that, although the Commission has been most efficient in advising Council on traffic matters, there has been very limited effort in the area of accident prevention. The co-ordination which should exist between enforcement, education and engineering skills has been loosely tackled by the Commission but never given more than cursory attention. The Commission has very much been involved with putting up signals and curbing streets but has had little chance to become involved with the latter three of its functions as were outlined in 1929.

\* On March 1, 1962, Council adopted a further resolution which further defined the role of the Commission which did not substantially alter its function (See Appendix).

The reason for this probably lies in the fact that the Commission is very much a technical body and not a Commission at all. The duties have not changed since 1929 and neither has the membership. The constitution of the Commission is as follows:

Two Aldermen appointed annually  
One Commissioner  
Corporation Counsel  
City Engineer  
Chief Constable  
City Prosecutor

and in an advisory capacity the following bodies are also represented:

cont'd.....

Regular Council, October 16, 1973 . . . . . 18

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

Report on Composition and Functions  
of the Official Traffic Commission  
(cont'd)

Board of School Trustees  
Vancouver Traffic & Safety Council  
B.C. Automobile Association

Over the years, a few changes have been made. A B.C. Hydro Safety Officer, the Vancouver Parent-Teacher Council and a School Board member have been added (the first two advisory and the latter voting).

In practice, what happens is that the Engineer's Department and the Police Department generally make recommendations on the basis of studies or reports that they themselves have done, the Commission weighs the evidence with the information brought forward by petitioning residents and then the vote is taken. The advisory bodies very rarely speak up since they have no voice when voting time comes around. The advantages of having a body with three elected officials and five city staff are rather limited at this point in time. As a good nuts and bolts organization that investigates and reports to Council, the Official Traffic Commission could stand as another Technical Planning Board consisting of staff alone. However, if the Commission is to take more seriously its responsibility to deal with local concerns and traffic problems as perceived by people who face them day-to-day, then it would seem apparent that the constitution of the Commission should be changed to turn it into a lay body. The advantages of this action would be that:

- a) The city staff could then resume a more realistic role of resource people and report writers. Staff should not be expected to take the responsibility of voting on their own reports. This is not fair to them nor to the people in the community that they consult with.
- b) It would encourage volunteer effort on the part of various bodies involved with safety education in the city to take an active part in determining traffic and safety policies.
- c) It would better co-ordinate education, enforcement and engineering concerns with the time and energy required to do so.

ALTERNATIVE STRUCTURES

- 1. Keep it as it is - in which case the Commission operates largely as it does now with limited time and energy devoted towards prevention but providing a good technical service. If this decision is endorsed, then I would suggest that it become a structure somewhat like the Technical Planning Board with one elected observer.
- 2. To incorporate into the Commission the membership which are presently advisory - Vancouver Traffic & Safety Council, B.C. Automobile Association, B.C. Hydro Safety Office and the Vancouver Parent-Teacher Council. At the same time, the City Prosecutor, Chief Constable, City Engineer, Corporation Counsel and the Commissioner's office should withdraw from the voting role and attend, on call, as resource or reference personnel much the same as staff attends City Planning Commission or Committees of Council.

cont'd....

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

Report on Composition and Functions  
of the Official Traffic Commission  
(cont'd)

3. To recognize the value of involvement from local communities in Vancouver and appoint people from different areas of the city to the Commission to represent their area. This could be accomplished through the Parent-Teacher Councils which might be requested to bring forth people from five or six geographic areas.

My own recommendation would be that Council follow the second alternative.\* The rationale being that, if the Traffic Commission is to deal with the overall policy of pedestrian/driver safety, then we should have representation from those organizations within the city which deal with motor vehicle and pedestrian safety at the present time. Moreover, there would be some form of consistency of membership and a smooth transition to a new voting arrangement rather than a total restructuring of the Traffic Commission. This might happen with a restructuring of the electoral process.

The important thing to be observed is that the Commission, operating as a lay commission with elected officials on it, would be in a better position to develop programmes, collect information from other cities, develop a traffic and safety programme, recommend Charter amendments or By-law amendments and Official Traffic Commission making recommendations on every loading bay, stop sign and parking zone. In 1929, the membership of the Official Traffic Commission was perhaps appropriate. In 1973, however, there are other considerations in dealing with traffic problems and their solutions which should be looked at from more than an engineering/enforcement point of view. The Engineers concur with this viewpoint. Recognition has to be given to local community groups and their analyses must also be taken into consideration as the city proceeds about its business of allocating signs, signals and programmes. The Traffic Commission's membership should reflect this change and should be appointed by Council as a political body of elected representatives and lay people in order that the sometimes conflicting evidence coming from engineering reports on the one hand, and people's sense of what is good for their community on the other, may be properly adjudicated. "

MOVED by Ald. Marzari,  
THAT the Official Traffic Commission membership be restructured as follows:

- 2 Aldermen appointed annually
- 1 representative of the School Board
- 1 representative from the following organizations:

Vancouver Traffic and Safety Council  
B.C. Automobile Association  
B.C. Hydro Safety Office  
Vancouver Parent-Teacher Council

with power to add

The related City officials to be available to the Commission in an advisory capacity.

(deferred)

MOVED by Ald. Harcourt,  
THAT this report of the Chairman of the Official Traffic Commission be received and deferred for consideration at the next Council meeting;

FURTHER THAT in the meantime a copy of the report of the Assistant City Engineer - Traffic and Transportation, addressed to Alderman Marzari commenting on the matter, be furnished to each member of the Council.

- CARRIED UNANIMOUSLY

Regular Council, October 16, 1973 . . . . . 20

BOARD OF ADMINISTRATION, DEPARTMENT & OTHER REPORTS (cont'd)

K. Report of Standing Committee on  
Finance and Administration  
October 4, 1973

MOVED by Ald. Bowers,

THAT the recommendation of the Committee contained in this report in respect of Personnel Services Department - Review of Operations, be approved.

- CARRIED UNANIMOUSLY

L. International Film Festival:  
Odessa, U.S.S.R.

The Mayor advised, by communication dated October 16, 1973, that the City of Odessa, U.S.S.R., has requested Vancouver participate in their International Film Festival being held December 1 to 10, 1973, Vancouver being a sister city of Odessa.

The Mayor advised the Greater Vancouver Visitors and Convention Bureau is able to supply a film "Vancouver - Gateway to Canada" which the Bureau feels will be satisfactory. The cost would be \$150.00, plus air freight.

MOVED by Ald. Hardwick,

THAT arrangements be made to forward this particular film to the City of Odessa, U.S.S.R. and the cost of \$150.00 plus air freight, be approved therefor.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Hardwick,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Hardwick,  
SECONDED by Ald. Gibson,

THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

BY-LAWS

1. BY-LAW TO AMEND BY-LAW No. 4723, BEING  
AN AMENDMENT TO ZONING AND DEVELOPMENT  
BY-LAW No. 3575 (Roof Signs)

MOVED by Ald. Hardwick,

SECONDED by Ald. Gibson,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Hardwick,

SECONDED by Ald. Gibson,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

The By-law was deemed read accordingly.

Regular Council, October 16, 1973 . . . . . 21

BY-LAWS (cont'd)

2. BY-LAW TO AMEND BY-LAW No. 4702  
BEING THE BUILDING BY-Law  
(minor amendments)

MOVED by Ald. Massey,  
SECONDED by Ald. Gibson,  
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Massey,  
SECONDED by Ald. Gibson,  
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

The By-law was deemed read accordingly. - CARRIED UNANIMOUSLY

3. BY-LAW TO CREATE THE "VANCOUVER  
HERITAGE ADVISORY BOARD"

MOVED by Ald. Hardwick,  
SECONDED by Ald. Gibson,  
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Hardwick,  
SECONDED by Ald. Gibson,  
THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

The By-law was deemed read accordingly. - CARRIED UNANIMOUSLY

MOTIONS

Housing Including Regional Lands

At the last meeting, Alderman Harcourt submitted a motion with respect to housing, including regional lands. After being changed with the permission of Council, the motion was seconded this day by Alderman Pendakur and presented as follows:

MOVED by Ald. Harcourt,  
SECONDED by Ald. Pendakur,  
THAT Vancouver City Council request an immediate meeting with the Premier of British Columbia, the Minister of Municipal Affairs and the Minister of Housing, and urge that;

- (a) the Province of British Columbia take whatever steps are necessary to ensure that thousands of acres of the publicly-owned non-agricultural land in the Greater Vancouver region, be made available for residential development, including specific zoning for single family housing at higher densities than the traditional single family detached house, e.g. town housing, zero lot line subdivisions, mobile home parks;

cont'd....

Regular Council, October 16, 1973 . . . . . 22

MOTIONS (cont'd)

Housing Including Regional Lands (cont'd)

- (b) the provincial government establish and enforce a 60-day limit on processing time for a subdivision plan to be dealt with, with a 30-day extension only at the request of a Minister;
- (c) the provincial government enter immediately into an agreement with Central Mortgage and Housing Corporation to obtain federal funding for Neighbourhood Improvement Programs, in order to expedite Vancouver's request for funding of specific neighbourhoods.
- (d) the provincial government take steps to increase the supply of rental housing by
  - (1) making decisions immediately regarding the Landlord and Tenant Act;
  - (2) in cooperation with CMHC, building a large supply of moderate cost housing in the region.

The motion was put and,

- CARRIED UNANIMOUSLY

ENQUIRIES AND OTHER MATTERS

Alderman Gibson -  
Ambulance Service

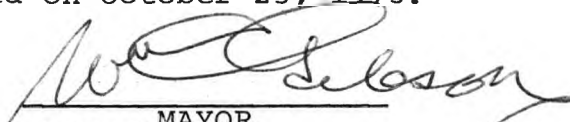
advised that, pursuant to Council's instructions, he had discussed with the Provincial Minister of Health the matter of relieving the City of Vancouver from provision of ambulance service as now being provided. The Alderman advised that he has been informed by the Minister a study of ambulance service is being made throughout the Province; therefore he is unable to give a considered reply to the City's request as yet.


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The Council adjourned at approximately 5:30 p.m.

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The foregoing are Minutes of the Regular Council meeting of October 16, 1973, adopted on October 23, 1973.

  
DEPUTY MAYOR

  
CITY CLERK

Board of Administration, October 12, 1973 . . . . . (WORKS - 1)

WORKS & UTILITY MATTERS

RECOMMENDATION:

1. Local Improvements by "Petition"

FIRST STEP

The Deputy City Engineer reports as follows:

- "Petitions for - Pavement and Curbs
- Pavement & Curbs, Local Residential
  - Lane Pavements, Higher Zone
  - Lane Pavements, Residential Standard
  - P.C. Concrete Sidewalks
  - P.C. Concrete Sidewalks on School Collector Streets

sufficiently signed by affected property owners have been forwarded to me by the City Clerk. As required by the Local Improvement Procedure By-Law, I have to advise that it is feasible, and desirable to undertake the projects as Local Improvements.

The projects are shown on the attached schedule dated October 5, 1973.

The City's share of these improvements is available in the 1973 Streets Capital Budget."

SECOND STEP

The Director of Finance submits the following report on the financial arrangements:

"In accordance with the provisions of the Local Improvement Procedure By-Law, I am submitting the Deputy City Engineer's report dated October 5, 1973.

The estimated total cost of these improvements is \$1,482,745. and the City's share of the cost is \$927,566.

I have to report that the necessary financial arrangements can be made to carry out this work."

Your Board has decided that it is desirable to undertake the projects referred to and RECOMMENDS that:

- (1) The reports of the Deputy City Engineer and the Director of Finance be adopted together with the details of the Second Step Report on file in the City Clerk's Office.
- (2) The following streets be designated as School Collector Streets for the purposes of Part I of the Local Improvement Procedure By-Law.
  - 49th Avenue, Lanark Street to Dumfries Street.
  - Penticton Street, 23rd Avenue to the Lane North of 23rd Avenue.
  - Arlington Street, Champlain Crescent (formerly Tyne Street) to a point approx. 800' south of 49th Avenue.
- (3) The City-owned parcels shown on the list attached to the detailed Second Step Report for the Local Improvement projects be declared assessable.
- (4) The Court of Revision for projects listed in the attached schedule dated October 5, 1973, be held at 7:30 p.m. on Thursday, November 29, 1973.

FOR COUNCIL ACTION SEE PAGE(S) 80

HARBOURS AND PARKS MATTERS

RECOMMENDATION

1. Kerrisdale Arena Renovations

Your Board has received the following report from the Director of Finance:

"Board of Parks and Public Recreation at their meeting of September 10, 1973, passed the following resolution:

'KERRISDALE ARENA RENOVATIONS

Board members discussed a memo dated September 6 prepared by the Superintendent giving total revised estimated renovation costs of the Kerrisdale Arena.

It was regularly moved and seconded,

RESOLVED: That the Board request City Council to approve an additional \$252,348 of Five Year Plan Capital Funds from the Board's Community Services Centre extensions and improvements account for the additional work.

-- Carried.

It was noted that the Board has made an application to the Provincial Community Recreation Facilities Fund for a 1/3 grant of the total capital cost of the renovation and replacement work.

It was regularly moved and seconded,

RESOLVED: That because of the need for action, the Board's consultants be authorized to invite "upset prices" from three contractors and work on a time and material basis for the necessary electrical work.

-- Carried ...'

An analysis of the data from the Parks Board indicates that the \$252,348. additional cost results from additional electrical work of \$209,500 plus miscellaneous non electrical items of \$72,300 less \$29,452 left over from the original \$200,000. I have reviewed this matter of the electrical work with the Assistant City Engineer (Electrical) and he states that in his opinion three items should be deferred and not done until some later date. These three items add up to \$48,800 and would reduce the \$252,348 to \$203,548.

The original \$200,000 approved by Council for the renovations was provided from the Five Year Plan Capital funds, Community Services Centre category.

It is noted from the Parks Board report of September 10th, 1973 that the Park Board has applied to the Provincial Government for a 1/3 grant on the cost of renovations.

I RECOMMEND

1. That Council approve a further allocation of \$203,548 from the 1971-75 Five Year Plan Community Services Centre category for the purpose of further renovations to the Kerrisdale Arena.
2. That if the grant is forthcoming from the Provincial Community Recreation Facilities fund that it be used to reduce the above Capital Plan funds."

Your Board recommends Council approval of the recommendations of the Director of Finance.



RECOMMENDATIONFINANCE MATTERS

## 1. Investment Matters - (Various Funds) - August, 1973

**A-7**

- (a) Security Transactions during the month of August, 1973.  
 (b) Summary of Securities held by the General and Capital Accounts.

(a) GENERAL AND CAPITAL ACCOUNT TRANSACTIONS (PURCHASES)

Date	Type of Security	Maturity Date	Maturity Value	Cost	Term Days	Annual Yield %
<u>Chartered Bank Deposit Receipts and Government Notes</u>						
Aug. 1	Bank of Montreal	Oct.1/73	\$3,342,741.78	\$3,300,000.00	61	7.75
1	Mercantile Bank of Can.	Aug.20/73	2,272,310.90	2,263,802.72	19	7.22
6	Bank of Montreal	Aug.15/73	1,502,674.11	1,500,000.00	9	7.23
7	Royal Bank of Canada	Aug.15/73	1,492,220.20	1,489,836.46	8	7.30
10	Bank of Nova Scotia	Aug.31/73	997,143.00	992,910.00	21	7.41
15	Bank of Montreal	Aug.20/73	999,636.00	998,637.00	5	7.30
15	Bank of Montreal	Aug.16/73	500,000.00	499,900.00	1	7.30
15	Mercantile Bank of Can.	Sept.14/73	2,012,821.92	2,000,000.00	30	7.80
16	Bank of Montreal	Aug.17/73	1,500,236.30	1,500,000.00	1	5.75
17	Toronto Dominion Bank	Jan.31/74	1,039,164.93	1,000,000.00	167	8.56
20	Bank of Montreal	Aug.21/73	1,500,236.30	1,500,000.00	1	5.75
21	Mercantile Bank of Canada	Sept.28/73	3,025,298.63	3,000,000.00	38	8.10
23	Imnat Limited	Sept.14/73	1,497,983.00	1,490,683.00	22	8.125
24	Bank of Montreal	Aug.27/73	500,236.30	500,000.00	3	5.75
31	Bank of Montreal	Sept.4/73	795,421.60	794,744.00	4	7.78
31	Bank of Nova Scotia	Sept.7/73	696,269.98	695,226.00	7	7.83
				<u>\$23,674,394.95</u>	<u>\$23,525,739.18</u>	

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GENERAL AND CAPITAL ACCOUNT TRANSACTIONS (SALES)

Date	Type of Security	Maturity Date	Maturity Value	Price	Cost	Term Yrs/Mos	Annual Yield %
Aug.10	B.C. Hydro & Power Auth. 6% Parities /	Aug.15/77	<u>\$840,000.00</u>	\$100.03	<u>\$840,252.00</u>	4/0	5.99

/ Sold in order to acquire other investments with higher yields.

\*\*\*\*\*

Sale of Bank Discount Notes by Sinking Fund to General Account

Date	Type of Security	Maturity Date	Maturity Value	Cost	Term Days	Annual Yield %
Aug.15	Banque Can. Nationale *	June 3/74	<u>\$2,000,000.00</u>	<u>\$1,881,538.35</u>	292	7.87

\* Sold by Sinking Fund in order to acquire direct issue of local improvement debentures

\*\*\*\*\*

Sinking Fund Transactions (Purchases)

Date	Type of Security	Maturity Date	Maturity Value	Price	Cost	Term Days	Annual Yield %
Aug.15	City of Vancouver 8% #	Aug.15/93	<u>\$2,000,000.00</u>	\$100.00	<u>\$2,000,000.00</u>	20/0	8.00

# Direct issue of local improvement debenture to Sinking Fund

\*\*\*\*\*

Cemetery Perpetual Maintenance Fund Transactions (Purchases)

Date	Type of Security	Maturity Date	Maturity Value	Price	Cost	Term Days	Annual Yield %
Aug.30	City of Vancouver 6%	June 15/80	<u>\$2,000.00</u>	\$85.00	<u>\$1,700.00</u>	6/10	9.00

\*\*\*\*\*

cont'd...

Board of Administration, October 12, 1973 . . . . (FINANCE - 2)

Clause #1 continued:

(b) SUMMARY OF SECURITIES HELD AS AT AUGUST 31, 1973

GENERAL AND CAPITAL ACCOUNTS ONLY

<u>Type of Security</u>	<u>Par or Maturity Value</u>	<u>Cash or Book Value</u>
<u>Short Term</u>		
Chartered Banks Deposit Receipts and Government Notes	<u>\$69,983,827.54</u>	<u>\$68,246,956.15</u>
<u>Medium Term</u>		
B.C. Hydro & Power Authority 7% Parity Bonds due Sept.1/75	<u>\$ 398,000.00</u>	<u>\$ 401,525.59</u>

RECOMMENDATION

Recommended by your Board that the report of the Director of Finance on Investment Matters (Various Funds) for August, 1973 be confirmed.

2. Additional Staff:  
Temporary, Part-Time Program Evaluation Consultant  
Health Department

The Medical Health Officer reports as follows:

"In recent years governments and service agencies, increasingly aware of the escalating cost of Health and social services, have acknowledged the need to develop an improved data base to support program priority setting, planning and evaluation. The Health Department has found the lack of information particularly frustrating.

In 1973 Dr. Rita Bakan, the Psychologist III who has particular interest in the subject of program evaluation and being an experienced researcher, was approached to undertake the preparation of a grant request to the Department of National Health and Welfare to provide funds for additional staff for this Department for a period of three years to develop a Community Health Information System utilizing data already available, although unorganized, as well as generating additional information about the health status and needs of the citizens of Vancouver. Dr. Bakan, despite the fact she was carrying a full work load as Psychologist III and Chairman of our Research and Evaluation Committee, agreed to undertake this task.

In April of this year the request for more than \$100,000 over three years was submitted to Ottawa. In August the Federal Department replied indicating its interest in our proposal but stating it could not approve a grant until greater detail of the methods of information generation and gathering were worked out. At the present time this Department does not have a staff member available with the time, knowledge and skill to undertake the rewriting of a submission for a grant. Unfortunately, Dr. Bakan resigned shortly after submission of the original proposal. However, she has indicated that she is available as a consultant in the preparation of a more detailed proposal.

In view of the immediate and long-range importance and usefulness to the City and this Department of a Community Health Information System, it is requested that City Council authorize establishing a temporary, part-time position of Program Evaluation Consultant. It is recommended Dr. Bakan be engaged to undertake this assignment, working an estimated two days per week from the date of approval until June 30, 1974. During this period she will be asked to undertake several tasks:

a) from date of approval to March 31, 1974

- to negotiate appointments to an Advisory Committee for the project
- to establish contact with other bodies (hospitals, the Division of Vital Statistics, the B.C. Hospital Insurance Service, private agencies offering health services, the B.C. Medical Association) which have access to information on the health status of the citizens of Vancouver.

cont'd....

Clause #2 continued

b) April 1 to June 30, 1974 - to undertake a review of present data collection on services provided by the Vancouver Health Department and to make recommendations on changes which will make it possible for the Department to evaluate its programs.

This latter activity will be of significant benefit to the Department even if the grant request is not approved.

The estimated cost to the City, utilizing the Psychologist III 1973 sessional rate of \$42.00 per session (3½ hours) would be:

	<u>1973</u>	<u>1974</u>
October 15 - December 31, 1973 (42 sessions)	\$1,764.00	
January 1 - June 30, 1974 (104 sessions)		\$4,368.00
Supplies	100.00	100.00
Travel (includes out-of-town transportation)	100.00	200.00
Special Consultants	<u>200.00</u>	<u>600.00</u>
	\$2,164.00	\$5,268.00

Travel includes travel by the Program Evaluation Consultant to other areas with similar projects as well as the costs entailed in bringing in expert consultants. A small number of projects of this type are currently under way, most notably in the Eastern United States and especially in Michigan. Visiting these programs or bringing in the experts involved in them will be invaluable to the project proposed for Vancouver.

The Director of Finance indicates that the funds in the amount of \$2,164.00 required to the end of 1973 are available in contingency reserve.

An interim report will be made to Council early in January 1974 together with a request for approval in advance of the 1974 appropriations of the Health Department.

Your Medical Health Officer recommends that City Council authorize:

- a) Re-submission to the Federal Government of a request for a grant to develop a Community Health Information System over a period of three years.
- b) The employment of a Program Evaluation Consultant on a sessional basis at \$42.00 per session for the period October 15 - December 31, 1973.
- c) Provision of funds in the amount of \$2,164.00 from the Contingency Reserves to cover the expenses for the period October 15 - December 31, 1973."

Your Board recommends approval of the request of the Medical Health Officer.

3. Trip to Phoenix to Observe Votomatic Count

Your Board has received the following report from the Director of Finance:

"The Co-ordinator of Data Processing & Systems has learned that the City of Phoenix, on November 13, 1973, will be using votomatic machines in respect of an election and will be using their City's computer system to count the ballots. The City of Phoenix officials have extended an invitation for a City representative to observe the balloting and counting procedures.

Since studies are now being made of the advisability of using votomatic machines for the City of Vancouver elections, it is felt very valuable experience could be obtained if a representative of the Data Processing Division were authorized to proceed to Phoenix and observe this count. The matter has been discussed with the City Clerk who supports this recommendation and feels that the one City representative would be sufficient to bring back the information required, both from his point of view and in respect of the computer procedures. However, he does emphasize that the computer centre operation is very fundamental to the success of voting machines and requires special procedures to ensure public satisfaction that the machines have given an absolutely accurate accounting of the votes taken.

cont'd.....

Board of Administration, October 12, 1973 . . . . (FINANCE - 4)

Clause #3 continued

It is therefore RECOMMENDED that the Supervisor of Data Processing Operations be authorized to proceed to the City of Phoenix to observe this count, for the reasons set out in this report. The cost to the City would be \$275.00 plus four days leave with pay. The Comptroller of accounts advises that the necessary funds are available in Travel Expenses - Staff Officials Acct.#7090/929."

Your Board

RECOMMENDS that the recommendation of the Director of Finance be approved.

CONSIDERATION

4. Grants in lieu of General, School,  
Hospital and Municipal Finance Authority Taxes

The Director of Finance has reported to your Board as follows:

"Requests for grants in lieu of taxes have been received from the following organizations.

The Assessment Commissioner has certified the properties will be shown as exempt on the 1974 Assessment Roll in accordance with Charter provisions and the Corporation Counsel has confirmed the charitable organizations qualify for this exemption under Section 396(c) of the Vancouver Charter.

These requests for grants in lieu of taxes for the period from proof of occupancy or the date of the first building inspection to the date the properties become exempt, are subject to Council approval.

The requests are presented to Council in three sections.

A. Religious Organizations

- (i) Fraserview Pentecostal Assembly \$ 1,267.25  
7416 Victoria Drive - Lot A/57/Fraserview Plan 8446  
Addition to Church  
In use from January 28, 1973  
Date of first building inspection, July 5, 1972  
Grant to cover period from July 5, 1972 to  
December 31, 1973

B. Hospitals

- (i) G. F. Strong Rehabilitation Centre 61,155.68  
4255 Laurel Street - Lot 1/696,716&717/526 Plan 13939  
Hospital  
Occupied and in use from June 30, 1973  
Date of first building inspection, April 24, 1971  
Grant to cover period from April 24, 1971 to  
December 31, 1973  
Under a policy laid down by City Council to deal departmentally with requests for grants in lieu of taxes, one regulation reads as follows: "Grants in lieu of taxes shall not be made for a period extending more than two calendar years".  
The above application by G.F.Strong Rehabilitation Centre extends partly over three calendar years. The Society has stated that construction was continuous from April 1971 to June 1973 and wishes City Council to consider this application for the period from the date of the first building inspection to December 31, 1973.

cont'd.....

Clause #4 continuedC. Charitable Organizations(i) M. Kopernik (Nicolaus Copernicus) Foundation 7,946.72

3150 Rosemount Drive - Lot 44/334 Plan 14240  
 Senior Citizens Personal Care Home  
 Occupied and in use from May 1, 1973  
 Date of first building inspection October 25, 1972  
 Grant to cover period from October 25, 1972 to  
 December 31, 1973

(ii) South Amherst Housing Society \$ 684.38

7008 Balmoral Street - Lot 8/2/Fraserview Plan 8393  
 Senior Citizen's Home  
 Occupied and in use from July 1973  
 Date of first building inspection February 12, 1973  
 Grant to cover period from February 12, 1973 to  
 December 31, 1973

(iii) Salvation Army 1,010.31

1106 West 11th Avenue - Lot 10/394/526  
 Rehabilitation Home for Women  
 Occupied and in use from February 22, 1973  
 Grant to cover period from February 22, 1973 to  
 December 31, 1973

(iv) Children's Aid Society 1,329.36

8308 Fremlin Street - Lot 1/28/B/319  
 Group Home  
 Occupied and in use from June 1, 1972  
 Grant to cover period from June 1, 1972 to  
 December 31, 1973

(v) Children's Aid Society 1,379.22

8120 Cartier Street - Lots 13&14/3&4/B/319  
 Group Home  
 Occupied and in use from July 1, 1972  
 Grant to cover period from July 1, 1972 to  
 December 31, 1973

As grants in lieu of taxes are subject to Council approval, the above requests for grants in lieu of taxes amounting to \$74,772.92 in total are submitted for Council consideration.

Your Board submits the foregoing report of the Director of Finance for Council consideration.

FOR COUNCIL ACTION SEE PAGE(S).....80

Board of Administration, October 12, 1973 . . . (PROPERTIES - 1)

PROPERTY MATTERS

A-9

RECOMMENDATION

1. Mortgage of Lease:  
250 Terminal Avenue

The Supervisor of Property & Insurance reports as follows:-

"On May 29th, 1973, City Council approved the lease of the warehouse property 250 Terminal Avenue, Lot 16, Blk. A2, D.L. 2037 to Pacific Spectra Ltd.

The term of the lease was for a period of 2 years & 7 months, commencing June 1, 1973, with options to renew for 2 subsequent periods of 5 years and a final period of 2 years expiring December 31st, 1988.

The rent is \$5,460.00 per annum plus an amount equal to taxes and is subject to review for each renewal period.

An application has now been received from the lessee for consent to a mortgage of the lease by way of a sublease to Industrial Development Bank, as security for a mortgage loan of Twelve-Thousand Dollars (\$12,000.00).

The Consent Document requires the City to waive all rights to distrain any equipment in which the bank shall at any time have an interest, whether as Chattel Mortgage, Conditional Vendor or otherwise. It further requires that in the event of default by the lessee, the City shall not exercise its rights or remedies under the lease without first giving the bank 30 days' notice in writing within which to remedy such default.

The City's interests are considered to be protected, in that under the lease the lessee must submit a security deposit equivalent to 3 months rent, in the form of cash or a bond.

It is RECOMMENDED that the City consent to the Mortgage by way of a sub-lease of the lease to Pacific Spectra Ltd., on the premises known as 250 Terminal Avenue to Industrial Development Bank, subject to the documents of consent being satisfactory to the Corporation Counsel."

Your Board

RECOMMENDS that the foregoing recommendation of the Supervisor of Property and Insurance be adopted.

2. Acquisition for Britannia Community Services  
Centre Site: 950 McLean Drive  
Parcel 'E' of Lots 10 to 12, Block 25, D.L. 264A

The Supervisor of Property and Insurance reports as follows:-

"The above property, legally described as Parcel 'E' of Lots 10 to 12, Block 25, District Lot 264A, is required for the Britannia Community Services Centre. This project is to be developed as an Urban Renewal Scheme under Section 24 of the National Housing Act.

These premises comprise a 2 1/3 storey frame dwelling with a main floor area of 684 sq. ft., erected in 1911 on a site 30' x 93', zoned RM-3. The dwelling contains 6 rooms, 5 plumbing fixtures, patent shingle roof, patent shingle exterior, full concrete basement and is heated with a gas fired hot air furnace. This dwelling is in fair condition for age and type.

cont'd .....

Board of Administration, October 12, 1973 . . . . (PROPERTIES - 2)

Clause #2 continued

Following negotiations, the owner has agreed to sell for the sum of \$25,000.00 as of October 15th, 1973. This price represents a fair and reasonable value for the property and has been approved by Central Mortgage and Housing Corporation. The dwelling is not occupied by the owner and the tenant will vacate the premises this month. It is proposed to demolish the dwelling when the acquisition is completed.

The Britannia Community Services Centre now involves 77 properties. 950 McLean Drive represents the 69th negotiated settlement.

RECOMMENDED that the Supervisor of Property and Insurance be authorized to acquire this property for the sum of \$25,000.00 on the foregoing basis, chargeable to Code #5830/427."

Your Board

Recommends that the foregoing RECOMMENDATION of the Supervisor of Property and Insurance be adopted.

3. Acquisition for Public Housing for Single People  
Site 'A - S/S Cordova Street betw. Gore and Dunlevy  
Avenues: Lot 10, Block 56, D.L. 196  
358 East Cordova Street

The Supervisor of Property and Insurance reports as follows:-

"Lot 10, Block 56, District Lot 196 is required for the proposed Public Housing for Single People, confirmed by City Council June 19, 1973.

These premises comprise a two-storey no basement frame building with a main floor area of 704 sq. ft., erected in 1900 on a site 25' x 122', zoned M-2; this dwelling has 4 plumbing fixtures, a patent shingle roof, stucco exterior walls, concrete foundation, and is heated with an oil fired hot air furnace. The owner has renovated the interior of the dwelling and it is in good condition; the exterior is in average condition for age and type.

Following negotiations, the owner has agreed to sell for the sum of \$28,500.00 as of October 15th, 1973. This price represents a fair and reasonable value for the property and has been approved by the Central Mortgage and Housing Corporation. The dwelling is occupied by the owner and he will remain on the premises, rent free, until November 30, 1973, at which time it is proposed to demolish the dwelling.

RECOMMENDED that th Supervisor of Property and Insurance be authorized to acquire this property for the sum of \$28,500.00 on the foregoing basis, chargeable to Code # 565/1201."

Your Board

RECOMMENDS that the foregoing RECOMMENDATION of the Supervisor of Property and Insurance be adopted.

FOR COUNCIL ACTION SEE PAGE(S).....81

Department Report, October 12, 1973 . . . . . (WORKS - 1)

WORKS & UTILITY MATTERS

RECOMMENDATION

1. Temporary Closure - 19th Avenue, Oak Street to Laurel Street

The City Engineer reports as follows:

"Congregation Schara Tzedek in a letter dated September 14, 1973, signed by Rabbi Hier, are requesting permission to close 19th Avenue between Oak Street and Laurel Street to vehicular traffic on Thursday, October 18, 1973 from 7:00 p.m. to 9:30 p.m. so that they may hold a religious service in the street. Approximately 500 people are expected to attend.

There are no objections to this closure from an Engineering or Police Department standpoint, and transit service is not affected.

Temporary signing together with barricades will be required.

It is accordingly RECOMMENDED that 19th Avenue from Oak Street to Laurel Street be closed to vehicular traffic on Thursday, October 18, 1973 from 7:00 p.m. to 9:30 p.m. provided that:

1. The costs of barricading and signing are borne by the applicant.
2. The applicant enter into an arrangement satisfactory to the Corporation Counsel indemnifying the City against all possible claims which may arise from the closure.
3. The cost of any additional street cleaning over and above normal street cleaning required following the closure, be borne by the applicant.
4. That all details be to the satisfaction of the Chief Constable and the City Engineer."

INFORMATION AND RECOMMENDATION

2. Introduction of New Bus Service

The City Engineer reports as follows:

"As part of the expansion of bus services between Vancouver and outlying areas, the Bureau of Transit Services has advised that the following new Fastbus services are proposed to begin operation in Vancouver on October 19th, 1973.

910 Mountain Highway Fastbus - from North Vancouver via the Second Narrows Bridge, Wall Street, McGill Street, Nanaimo Street, Dundas Street, Powell Street, Main Street, Hastings Street, Burrard Street, Smithe Street, Hornby Street (layover), Robson Street, Burrard Street, Hastings Street, Main Street, Cordova Street, Powell Street, Dundas Street, Nanaimo Street, McGill Street, Wall Street, Second Narrows Bridge back to North Vancouver.

911 Deep Cove Fastbus - from Deep Cove via the Second Narrows Bridge, Wall Street, McGill Street, Nanaimo Street, Dundas Street, Powell Street, Main Street, Hastings Street, Burrard Street, Smithe Street, Hornby Street (layover), Robson Street, Burrard Street, Hastings Street, Main Street, Cordova Street, Powell Street, Dundas Street, Nanaimo Street, McGill Street, Wall Street, Second Narrows Bridge back to Deep Cove.

980 Barnet Fastbus - from Port Coquitlam via Barnet Highway, Hastings Street, Burrard Street, Smithe Street, Hornby Street (layover), Robson Street, Burrard Street, and return via Hastings Street.

Cont'd . . .



Clause 2 cont'd

Service	910	911	980
<u>Frequency: (Minutes)</u>			
Base Period (9:00 am - 4:00 pm)	30	—	60
Peak Hours (7:00 am - 9:00 am & 4:00 pm - 6:00 pm)	15	30	30
Sunday and Night	30	--	120
<u>Hours of Service</u>			
Weekdays	6:00 am - 1:00 am	Peak Hours Only	6:00 am - 10:00 pm
Saturdays	6:00 am - 1:00 am		6:30 am - 10:00 pm
Sundays	8:00 am - Midnight		8:00 am - 10:00 pm
Number of buses used to provide new service (peak)	6	3	3

1. Details of Fastbus Services

The new Fastbus services 910, 911 and 980 will provide limited-stop bus connections from respectively, North Vancouver, Deep Cove and Port Coquitlam to downtown Vancouver. To serve the Pacific National Exhibition the 910 and 911 Fastbuses require new bus stops on each side of McGill Street at Renfrew Street. The new services will use existing bus stops in the downtown area with one new stop and layover on Hornby Street north of Smithe Street.

It was originally proposed that all the new Fastbus services being introduced this fall would loop in the downtown via Hastings, Richards, Dunsmuir, Hornby (layover), and return via Hastings. The 933 Lougheed Fastbus introduced August 31st is presently using this routing. However, to get better penetration of the downtown the Bureau now proposes the loop via Hastings, Burrard, Smithe, Hornby (layover), Robson, Burrard and return via Hastings. Therefore, the Fastbuses to be introduced October 19th will use this latter routing and the Lougheed Fastbus route will be changed October 19th to conform to the latter routing as well.

2. Postponement of 49th Avenue Crosstown Service

The Bureau has advised that implementation of the proposed 49th Avenue - U.B.C. crosstown bus service has been postponed for the time being because of the slow delivery of new buses and a shortage of trained bus drivers.

When introduced, the new 49th Avenue - U.B.C. route will replace the old 46 U.B.C. - Marine Drive service (which ran between U.B.C. and Oakridge) to provide a complete crosstown service connecting U.B.C., Kerrisdale, City College - Langara Campus, Champlain Mall, and the Simpson-Sears Shopping Centre in southwest Burnaby. Because of the delay in implementation, details of bus stops, etc. will be reported later; however, the matter of routing should be reviewed by Council now. The Bureau has proposed the following routing for this service:

49 Forty-Ninth - U.B.C. (replacing 46 U.B.C. - Marine) - from the West Mall at U.B.C. via University Boulevard, Marine Drive, 41st Avenue, Granville Street, 49th Avenue, Kerr Road, 54th Avenue (Champlain Mall), Tyne Street, 49th Avenue, Imperial Street, Jubilee Street, Nelson Street to Kingsway in Burnaby and return via reverse route.

As an alternative to using Granville Street between 41st Avenue and 49th Avenue the Bureau was asked by your officials to consider using Cambie Street. This routing (41st Avenue, Cambie Street, 49th Avenue) in your officials' judgement has the advantage of providing additional service to the Oakridge Shopping Centre:

- (a) From the West, this service is a desirable addition to the existing 41st Avenue bus route.

Cont'd . . . .

Clause 2 cont'd

- (b) From the East, this service is a direct alternative to using north-south bus lines and transferring to the 41st Avenue bus.

The Cambie routing also has the operational advantage of existing left turn bays at both 41st Avenue and 49th Avenue, whereas left turns from Granville Street (no left turn bays) will cause some traffic accumulation.

The Bureau has advised that in their view the Granville Street routing is preferred because:

- (a) It serves the area south of 45th Avenue between Cambie and Granville and brings students to Langara from the west.
- (b) A routing via Cambie Street would be attempting to compete with a well established set of trolley bus services.

As stated above your officials feel that the routing via Cambie Street has more advantage, however, this matter has been discussed in detail with the Bureau and agreement has not been reached. Therefore, this aspect is set out for Council's consideration (see recommendations).

Incidental Changes

For implementation coincident with the October 19th service introductions B.C. Hydro has requested a small change in the 933 Lougheed Fastbus and 28 Smith bus routes. To avoid the use of residential streets and to make use of the left turn bay and traffic signal at Boundary Road/Hastings Street the requested route is via Boundary Road, Hastings Street (and reverse) instead of Boundary Road, Pender Street, Kootenay Street, Hastings Street. This change will eliminate the need for the existing bus stop on the north side of Pender Street west of Boundary Road, and will require the adjustment of two bus stops, one from the south side of Pender Street west of Boundary Road to the west side of Boundary Road south of Pender Street, and one from the west side of Kootenay Street south of Hastings Street to the south side of Hastings Street east of Kootenay Street. The 980 Barnet Fastbus will also use the latter stop.

The above description of proposed additional bus services on existing Vancouver bus routes and proposed adjustment of bus stops is submitted to Council for INFORMATION.

It is RECOMMENDED that Council approve:

1. The proposed use of Hornby Street between Smithe and Robson Streets as a transit route.
2. The proposed use of Boundary Road between Hastings Street and Pender Street as a transit route.
3. The proposed new bus stops:
  - (a) on the east side of Hornby Street north of Smithe Street;
  - (b) on the south side of McGill Street east of Renfrew Street;
  - (c) on the north side of McGill Street west of Renfrew Street.
4. The elimination of the existing bus stop on the north side of Pender Street west of Boundary Road.
5. The use of the proposed Hornby Street bus stop as a layover for Fastbuses at this time, and that Council reiterate its request that the Provincial Government obtain off-street facilities for downtown bus layovers as soon as possible.

If Council agrees with their officials' view that the new 49th - U.B.C. bus service should be routed via Cambie Street, it is further RECOMMENDED that the question of Cambie versus Granville routing be pursued at the Council level with the Bureau of Transit Services."

RECOMMENDATION, CONSIDERATION & INFORMATION3. Shredding, Recycling and Landfill Drainage

The City Engineer reports as follows:

"On October 10, 1972, an interim report on recycling, shredding and composting was submitted to Council for information. Council requested that the City Engineer report back to Council following further studies on the subject.

The interim report concluded that composting is not economically feasible at this time, therefore, no further study was undertaken, however, shredding and recycling were the subject of a more detailed analysis. The study involved a comprehensive literature search and a trip to Seattle, Washington and Vancouver, Washington to inspect their recycling and shredding operations. The inspection of these operations provided valuable input to the functional aspect of the study.

RECOMMENDATIONA. Shredding

Shredding is a prerequisite for composting organic refuse and also facilitates the recycling of ferrous metals by magnetic separation. Of the numerous advantages cited in the literature for shredding, several are not relevant to Vancouver's operation. The slight volume reduction due to the grinding of bulky material, such as tires and cans, has little validity considering the landfill site has sufficient capacity for approximately thirty more years of operation. A severe fire or rodent problem has not been experienced with our present mode of operation so shredding offers no distinct advantages in this area, however, the aesthetics of a landfill operation may be improved by shredding. This may allow a reduced amount of cover material to be used if approved by the Pollution Control Branch.

A preliminary cost analysis for a shredding facility resulted in a diverse range of costs. Depending upon the type of installation, capital costs would vary between \$1,000,000 and \$1,500,000 for a 1,000 ton/day shredding facility. Annual costs between \$400,000 and \$625,000 for amortization, maintenance and operation result in unit costs of \$1.89 to \$2.95 per ton of refuse based on the 1972 tonnage disposed of; a 123% and 192% increase respectively over the 1972 disposal cost of \$1.53/ton. There is a possibility of reducing the shredding cost by minimizing the amount of cover material employed and recycling ferrous metals, mainly tin cans. This could result in unit costs ranging from \$1.08 to \$2.14/ton or \$230,000 to \$450,000/annum based on 1972 weight. The City Engineer is corresponding with the Pollution Control Branch regarding their views on reduced cover for shredded material. It is anticipated that the pilot recycling projects suggested in Section B of this report will provide market information concerning the feasibility of incorporating ferrous metal recycling with a shredding operation.

The City Engineer RECOMMENDS that refuse shredding not be incorporated as part of the City's refuse disposal operation at the present time.

CONSIDERATIONB. Recycling

Recycling can result in conservation of materials and a reduction in the amount of waste to be disposed of and, therefore, merits serious consideration. To be of maximum benefit, recycling should satisfy the following criteria: -

- a) Minimum depletion of resources.
- b) Minimum pollution to the environment.
- c) Minimum net economic cost to society.

Clause 3 cont'd

There are several methods which could be utilized to initiate recycling of the most suitable components of municipal refuse (i.e. newsprint, corrugated paper, textiles, glass and metals).

1) Separation of salvageable materials after collection.

i) Manual - An unpleasant task which will likely be eliminated by more sophisticated automated methods of material separation. A literature search revealed that this method would incur an estimated deficit of \$9/ton of material recovered.

ii) Automated -

The Black Clawson process is one of the most advanced automated separation methods. Economic projections from their pilot plant indicate a deficit of approximately \$2/ton of input refuse or \$7/ton of recovered material for a 500 ton/day facility.

2) Separation of salvageable materials prior to collection.

i) Collection of recyclable material incorporated in regular collection -

Only one material (most likely newspapers) can be recycled by this method due to space limitations on our collection vehicles. Although the householder would be required to separate the material prior to collection, it is estimated that full-scale recycling would require the purchase of four additional trucks (\$120,000) plus an annual operating cost of \$100,000 versus income of \$50,000 from the sale of recycled material.

ii) City collection of recyclable material through separate collection -

A separate collection system could be incorporated to overcome the problem of proposal (2-i). In order to cover the City once every four weeks three additional trucks would be required (\$100,000) and it is estimated that an annual operating cost of \$190,000 versus income of \$50,000 would result.

To expand this service to include residential refuse not normally collected by regular collection (i.e. refuse from yard clean-ups, etc.) it is estimated that eleven additional trucks would be required (\$250,000) and would involve an annual operating cost of \$450,000.

iii) Citizen separation and transportation of recyclable material to central depots -

Recycling depots could be located at Engineering Department Work Yards. It is difficult to estimate what degree of citizen participation could be expected for this method of recycling, however, it is anticipated that the program would be self-supporting.

The most important variables, on which the success or failure of a recycling program is based, are:

- (1) Variation in citizen participation over a period of time.
- (2) Stability of market price.
- (3) Variation in refuse composition over a period of time.

Cont'd . . .

Clause 3 cont'd

In order to assess two of these parameters, citizen participation and market stability (short term) two pilot recycling projects are suggested. Pilot No. 1 would entail the collection of newspapers along with regular refuse collection (as per 2-i). This program should indicate the degree of citizen co-operation that could be expected if a full-scale program were initiated and would also provide information regarding the capacity and stability of the newspaper market. The project would be carried out in three trial areas for a four month period and is estimated to cost in the order of \$20,000; comprised of \$10,000 for advertising, \$2,000 for truck modifications and \$8,000 for additional collection costs.

Pilot No. 2 would entail the establishment of a recycling depot for glass, newspaper and tin cans at the Engineering Department's Manitoba Works Yard (as per 2-iii). This yard is manned 24 hours/day, thereby enabling the operation to have a limited degree of supervision. Information regarding market capacity and stability for glass and metals in addition to newspapers should be provided by this project. The amount of citizen co-operation for a form of recycling which requires more effort on the householder's part would also be explored. It is estimated that a four month pilot project would cost approximately \$7,500, comprised of \$5,000 for advertising, \$1,000 for fencing and \$1,500 for sorting and transportation costs. An estimated additional expenditure of \$6,000 would be required to extend the project to have a one year duration.

The relatively small quantities of materials that are anticipated from the pilot projects would not warrant the holding of public tenders for the sale of this material. It would be expedient to sell this limited amount of material to a dealer selected at the City Engineer's discretion with public tenders being called if a long-term City-wide recycling program were initiated.

The City Engineer submits the following for CONSIDERATION:

- (1) \$20,000 be appropriated for initiation of Pilot No. 1 (City collection) (4 month duration).
- (2) \$7,500 be appropriated for initiation of Pilot No. 2 (Recycling Depot) (4 month duration).
- (3) \$13,500 be appropriated for initiation of Pilot No. 2 (Recycling Depot) (12 month duration).
- (4) If Council decides to proceed with one of the above pilot methods, the applicable amount of funds be approved in advance of the 1974 Revenue Budget, and authority be granted to begin the project after January 1, 1974.
- (5) The material obtained from the pilot projects be sold to a dealer selected by the City Engineer.

INFORMATIONC. Landfill Drainage

The Engineering Department is continuing its program of quarterly water sampling from ditches in the vicinity of the City's landfill site. Construction of a perimeter ditching system which will intercept landfill leachate before it can disperse into the groundwater or general ditching system has also been initiated. This perimeter ditching system is an integral part of an overall plan which could concentrate leachate flow in one location for treatment if it should be required in the future.

Until the Pollution Control Branch finalizes its requirements for sanitary landfills, it is not feasible to undertake an extensive program as it may not be compatible with their regulations, thereby resulting in an unnecessary expenditure of funds.

The City Engineer submits the above report for INFORMATION.

(A more detailed report on Shredding and Recycling is on file in the City Clerk's Office)

BUILDING & PLANNING MATTERS**B-4**RECOMMENDATION1. Asian Art Museum:  
Possible Site

The Director of Planning and Civic Development reports as follows:

"On May 29th, 1973 Council resolved:

'THAT the Council agree in principle to making a grant of land available for a Museum of Asian Arts and the Deputy Director of Planning and Civic Development be instructed to work with the Society in an endeavour to locate a suitable site, and report to Council.

- CARRIED UNANIMOUSLY '

Discussions have been held with officials of the Vancouver Society for Asian Art and with the Director of the Vancouver Museums and Planetarium. The first idea which was explored was to see if there was some possibility of incorporating the Asian Art Museum within the present structure of the Centennial Museum.

This discussion was seriously conducted by both the Asian Art Society and the Museums and Planetarium Association, but it became quite clear that this approach was not possible.

Other sites throughout the central part of the City were explored but again no fruitful leads were uncovered. Accordingly and inevitably the search returned to the Vanier Park area. There is advantage both to the Asian Art Society and to the public in locating an Asian Art Museum in this area, in that the area is identified for activities of this sort and multiple visits are possible.

The most suitable site in the area is shown on the attached plan, Site A. If Building 14 is, in fact, finally used for the Music School, the small corner of Vanier Park between Chestnut Street and the new Music School will not be very useful as a park. With a building designed to complement the treatment given to the Music School and with a common landscaping and perhaps common parking arrangements, this could become a very attractive addition to the cultural facilities in Vanier Park.

It is suggested, however, that the logic of using this site is dependent to some extent on the success of the Music School in achieving funds and being able to carry out their plans. The site in question also is not in the control of Council but is in that part of Vanier Park controlled by the Park Board, who would have to agree to the proposal. (In any event, the Music School site will require the release of some land by the Park Board.) It is suggested also that consultation should take place with surrounding residents before any decision is made.

It is RECOMMENDED, therefore, that if Council wish to make a site available to the Asian Art Society, the most appropriate site is immediately west of Building 14, site A on the attached plan, but that any release of this should be subject to approval of the Park Board and following discussion with the Greater Vancouver Museum and Planetarium Association and with the people in the surrounding area. "

Department Report, October 12, 1973 . . . . . (BUILDING - 2)

2. Interim Control of  
Large Signs

The Director of Planning and Civic Development reports as follows:

"City Council on July 31, 1973, when dealing with prohibition of roof top signs instructed the Deputy Director of Planning and Civic Development to report on ways of providing interim control of large signs.

The Standing Committee on the Waterfront and the Environment at its meeting on September 27, 1973, when dealing with the current sign control study put special emphasis on reaffirming May 1974 as the completion date of the study and that the staff assigned for the study be not diverted to other duties.

It is therefore considered under these circumstances, and having regard to the completion date desired by the Committee, that our resources should be concentrated on completing the study, rather than diverting staff time to devising interim control, which would in effect deal with only one aspect of the total problem.

I recommend that we do not separately report on this aspect of the work but direct all our efforts towards the completion of the main study."

3. Rezoning Application  
S/S 1000 block Barclay St.

The Director of Planning and Civic Development reports as follows:

"An application has been received from R.E. Fairbairn of the Y.M.C.A. requesting an amendment to the Zoning and Development By-law whereby Lot 4 E $\frac{1}{2}$  and W $\frac{1}{2}$ , Block 7, D.L. 185, being the south side of 1000 block Barclay Street, would be rezoned from RM-4A Multiple Dwelling District to a CM-1 Commercial District for the purpose to 'improve and extend our service to the community - see attachments'. Attached as Appendix 'A' are the applicants' submissions of a Space Plan and its Need for Expansion and What It Does in the Community.

Lot C currently zoned CM-2 Commercial District and having a frontage on Burrard Street of 131' and a depth along Barclay Street of 198', is occupied by a basement and four storey structure, being the Y.M.C.A. building with its various facilities.

The subject lot has a frontage on Barclay Street of 66' and a depth of 131' and is currently developed and used as a parking lot providing some off-street parking for the Y.M.C.A. To the west of the subject property, both sides of Barclay are zoned RM-4A Multiple Dwelling District and developed with some apartments and existing older type dwellings. The 66' property immediately to the west is developed with a nine storey apartment building. To the south, across the City lane the properties are zoned RM-4A and developed with a parking lot for the First Baptist Church which is located on the north-west corner of Burrard and Nelson Streets and zoned CM-2 Commercial District.\* Both surface parking lots are shared by the Y.M.C.A. and the Church. The properties immediately to the north across Barclay Street from the Y.M.C.A. site are zoned CM-2 Commercial District and developed and used as a parking lot by B.C. Hydro.

\* Now zoned CM-1 Commercial District



Clause 3 (continued)

The sketch plans submitted by Eng & Wright, Architects, with the application indicate the subject lot being redeveloped by adding a three-storey structure to the existing Y.M.C.A. building. The first floor provides a parking garage for 24 cars and the second and third floors to contain handball and squash courts with the roof of the third floor being developed with a running track, games and sun tanning areas which extend on to the roof of the existing building. It is proposed that the running track will be partially screened and roofed over.

The addition would maintain a 5' setback, open from ground to sky, from the westerly property line, otherwise the addition would cover the entire site. The current development maintains a very small setback from Burrard Street property line.

The sketch plans also indicate the existing building, including the basement, has a total floor area of 94,432 sq. ft. and the proposed addition excluding the first floor parking garage has a floor area of 18,413 sq. ft. for an overall total floor area of 112,845 sq. ft. and a floor space ratio (excluding the first floor parking garage) of 3.28.

The proposed rezoning and development was considered whereby this portion of the Downtown area, including the existing Y.M.C.A. site, was to be rezoned from CM-2 to CM-1 Commercial, with a floor space ratio of "1" and a height not exceeding 6 storeys nor 80' being outright. However, the Technical Planning Board, in its discretion and after report from the Director of Planning and consultation with the City Planning Commission, may permit a building not exceeding a floor space ratio of 5 after having particular regard to the provisions of the by-law, the amount of open space, views, plazas, pedestrian needs and interests, the height and bulk of the building, and its location in relation to the site and surrounding streets and buildings, the effect on traffic, the provision of off-street parking and loading, its overall design, and the general amenity desired for the Downtown area. (The amendment to the downtown zoning was enacted by Council on September 11, 1973.)

It was also noted that while the existing and proposed structure do not exceed the maximum floor space ratio of 5, the form of development does not fully comply with the other criteria contained in the amended by-law. The Zoning Planner did contact the applicants and suggested they amend their application to request CM-1 zoning which would be in line with the amendment proposed for the existing site and which has now been enacted by City Council. This was done by the applicants.

The Board were also informed that the West End Planning Team had looked into this development and could report that its intention is considered compatible with the West End Policy Guidelines.

The Board were aware that the Zoning Planner had suggested to the Y.M.C.A. officials that they contact the owner of the 9-storey apartment on the site immediately to the west and request that he be made aware of, together with his tenants, the proposed rezoning and development of the site. In further discussions it was suggested the Y.M.C.A. officials contact a greater area of the residential owners on both sides of Barclay and the north side of Nelson, with the West End Team working with the applicants.

cont . . . .



Clause 3 (continued)

A letter was received from Mr. J. Condie, Executive Director, Y.M.C.A., who advised in part:

'On Friday, August 31st, approximately 280 invitations were extended to the immediate neighbours of the Y.M.C.A., (north and south side of 1000 block Barclay Street; north side of Nelson Street and east side of Thurlow Street). Included with the notice was a letter from the West End Planning Centre briefly describing our proposal (Exhibits B and C).

Our meeting with the neighbours on Tuesday, September 4th, produced only four or five interested persons who have signed indicating their approval of our expansion, though most have some small concern (Exhibit D).

In mid-July I spoke with the owner of the apartment next to our property and in that discussion he indicated his full support of our proposal'.

The Technical Planning Board also had regard, in considering this application, to the form of development proposed which would require the special approval of the Technical Planning Board under the amended CM-1 District Schedule, the bulk of the structure, the appearance of the existing and proposed development, its service in the community, the surrounding developments, and the inability of the applicants to acquire immediately adjacent properties to enlarge their site area.

The Technical Planning Board, at its meeting on September 14th, 1973, RECOMMENDED that the rezoning application be approved, and that Council be advised that the Technical Planning Board is prepared to approve this form of development;

FURTHER that the advice of the Design Panel will be obtained and submitted to Council.

The Vancouver City Planning Commission, at its meeting held on September 21st, 1973, RECOMMENDED:

- a. THAT the Commission approve the rezoning of the above described site from an RM-4A Multiple Dwelling District to a CM-1 Commercial District.
- b. THAT the Commission approve the proposed uses for this site, but bearing in mind the impact on pedestrian activity and visual amenity, request that the final drawings evince improvement in these areas in keeping with the intention of the recently approved amendments to the Downtown Zoning By-Law.

IT IS RECOMMENDED that the reports of the Technical Planning Board and Vancouver City Planning Commission be received and the application for rezoning be referred for the consideration of Council at a Public Hearing."

Department Report, October 12, 1973. . . . . (LICENSES & CLAIMS - 1)

LICENSES AND CLAIMS MATTERS

INFORMATION:

1. Spaying Services and Population Control  
of Dogs

The Corporation Counsel reports as follows:

"On July 31, 1973 Council adopted portions of a report of the Standing Committee of Council on Environment matters. This report dealt generally with the spaying service and population control of dogs.

One of the specific recommendations which was adopted is as follows:

- (b) "THAT the Corporation Counsel be requested to advise on the required Charter Amendments for Vancouver whereby minimum court fines would be at least equal to impounding fees."

The fact of the matter is that we presently have power to provide for a minimum fine in this situation and the only problem is that the minimum fine would have to be a fixed amount, whereas impounding fees vary according to whether a dog is licensed or unlicensed.

After February 1, 1974, the impounding fee for an unlicensed dog will be \$30.00, and for a licensed dog it will be \$15.00.

The purpose of this report is to ascertain whether Council wishes me to bring forward a by-law to provide for a minimum fine under the Pound By-law, and if so, in what amount.

The foregoing report of the Corporation Counsel is submitted for INFORMATION of Council.

FOR COUNCIL ACTION SEE PAGE(S) 88

PART REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL  
ON SOCIAL SERVICES

A meeting of the Standing Committee of Council on Social Services was held on Thursday, September 27, 1973 in the No. 1 Committee Room, third floor, City Hall at approximately 1:30 p.m.

PRESENT: Alderman Rankin (Chairman)  
Aldermen Hardwick, Linnell and Marzari

COMMITTEE CLERK: M. Kinsella

RECOMMENDATION1. Control of Crime, Downtown Eastside

At its meeting of September 20, 1973, the Committee deferred to this meeting consideration of recommendations 5 - 13 in the report dated September 7, 1973 from the Police Department on Control of Beer parlours in the Downtown Eastside. Your Committee dealt with these recommendations seriatim as follows:

- (5) That the sale of Alcohol based products be controlled at the Manufacturing, Wholesale or Retail level.

Staff Inspector Herdman stated that a number of juveniles in the Downtown Eastside area are consuming pure vanilla extract, often mixing it with Coke. The Police Department recently did a survey of quantities of vanilla extract stocked by stores in the Downtown Eastside area compared to quantities stocked by retailers outside the Downtown Eastside area and found that whereas outside the Downtown Eastside area most stores had a very small stock of the larger size bottles (8 oz. and 16 oz.) the converse was true of stores in the Downtown Eastside.

Your Committee discussed various ways of dealing with the problem of easy availability of alcoholic based flavourings, extracts and inhalants and ways by which this problem could be controlled.

- (6) That the sale and carrying of sheath knives and imitation guns in the city be restricted.

The Police representatives exhibited a number of sheath knives and imitation guns which can legally be carried. It was noted that the Police Department had previously appealed to the Federal Department of Justice to bring about legislation to deal with the problems arising from the carrying of knives on the streets and that they had received a reply suggesting that the City could introduce its own By-law to deal with this matter, and citing the example of the City of Ottawa. Your Committee requested that the Clerk obtain copies of the Ottawa By-law for their information.

cont'd .....

Clause No. 1 (cont'd)

- (7) That Licencing action be taken against those Rooming Houses catering to prostitutes.

The Police representatives are concerned with those rooming houses which set aside from one to three rooms for rent on a one-half to one-hour basis for use by prostitutes. This invariably results in a deterioration of the area in which the rooming houses are located.

The Chief License Inspector advised that where the Police are able to produce evidence of violation of the Lodging House By-law he does take action to suspend the license of the offending lodging house.

- (9) That a permanent body be set up under the Social Planning Department, to coordinate all City and Social Services involved in combatting social problems in the area. This body to include representatives of City, Police, Welfare, Juvenile Authorities, and both business and citizen groups, and L.C.B. Social Planning is currently moving in this direction and their efforts should be encouraged.

There was intensive discussion of this recommendation with all present agreeing that there is a definite need to coordinate services in the Skid Road area and particularly those services provided by Civic departments, i.e. Police, Fire, Health, Engineering, Social Planning, Licence Inspectors. The Committee sees this person's main function as

- (i) problem analysis;
- (ii) determine available resources within the community;
- (iii) develop priorities in terms of reference for effective cooperation between City departments in order to achieve a total approach to each problem;
- (iv) following up on agreed actions by City Council and/or the Standing Committee on Social Services.

However, agreement could not be reached on whether the envisaged coordination role should be undertaken by a City employee or a representative of the residents of the Downtown Eastside community.

The Police Department representatives stated that they had submitted recommendations 10 - 13 mainly to serve as a demonstration of their concern over the high incidence of crime in this area.

RECOMMENDED

- A. That Council request both the manufacturers and wholesale distributors of vanilla extract that they distribute only non-alcoholic vanilla extract throughout the Vancouver area;
- B. That Council instruct the Chief License Inspector to indicate to any store, where evidence is found that they are selling alcohol based vanilla flavourings, extracts or inhalants to juveniles, that they will be required to show cause to Council why their license should not be suspended;
- C. That Council strongly urge the Federal Department of Justice to include the carrying of imitation guns as an offence under the Criminal Code;

Clause No. 1 (cont'd)

- D. That Council strongly urge the Federal Government to re-institute that section of the Criminal Code making the carrying of knives a criminal offence.
- E. That recommendations 10 - 13 of the report of the Police Department dated September 7, 1973 be received.

Your Committee deferred action on recommendation 9 of the Police Department report for further discussion by the Committee within the near future.

2. Grant Request - John Howard Society, Sibling Project

The John Howard Society of B.C. submitted for consideration a request for a grant of \$4,380.00 to enable the Sibling Project to be maintained to the end of the year. This amount is broken down as follows:

Salaries - 2 workers	\$ 3,600.00
(\$600.00 per month each for 3 months)	
Expenses - 2 workers	480.00
(\$80.00 per month each for 3 months)	
Incidental Expenses - borne by the John Howard Society to cover C.P.P., U.I.C., office support, etc., for 3 months.	300.00
<b>TOTAL</b>	<b>\$ 4,380.00</b>

The John Howard Society submitted a detailed description of the Project, as well as numerous testimonial letters from various organizations and law firms. In addition, the Chairman stated that he had had calls from Judge Hyde and Judge Mussallem in support of this programme.

The Committee also had before it a report from the Director of Social Planning, which read as follows:

"\$3,500.00 was provided to the John Howard Society from the Social Planning Department's POSER Fund to pay two staff plus expenses to initiate a Court Counselling Service to people appearing before the Courts. The service was intended to give assistance to families and dependents of defendants. Hence the name, Siblings Project.

During the presence of the two people at the Courts for the past two and one half months, the need for direct assistance to defendants, has become apparent.

Other agencies provide legal aid, welfare or counselling services to families, but few provide intensive, personalized assistance to defendants, helping with legal aid, family assistance, providing on the spot emotional support and helping plug the person into other assistance such as jobs, psychiatric help, or whatever will assist the person to become more productive.

Clause No. 2 (cont'd)

Since the funding requested is of a short term nature, it raises the question of longer term funding. It is essential for the sponsoring agency to solicit alternate long range funding for 1974, at the Provincial and/or Federal level.

Therefore the Director of Social Planning recommends:

Approval of the grant request in the amount of \$4,380 to the John Howard Society for the Siblings Project for the remainder of 1973."

RECOMMENDED

That Council approve a grant in the amount of \$4,380.00 to the John Howard Society to fund the Sibling Project to the end of 1973.

FURTHER RECOMMENDED

That funding of the Sibling Project for 1974 be sought from either the Provincial or Federal Governments.

INFORMATION

3. Grant Request - False Creek Little League

Mr. Chassie and Mrs. Mayoh appeared before your Committee on behalf of the False Creek Little League. They specifically requested either a grant from the City towards the purchase of transportation for the League or that the City give them a surplus vehicle suitable for this purpose.

This League has a membership of 160 boys and approximately 80 girls. The teams are sponsored by the Longshoremen's Union, who supply uniforms for six teams.

Mr. Chassie suggested that a van similar to the City open-end vans would be most suitable for their purpose.

RESOLVED

That this grant request be referred to the Director of Social Planning to evaluate the operation of the False Creek Little League and also to explore the availability of a suitable surplus City vehicle available and/or a grant not to exceed \$300.

REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON HOUSING

October 2nd, 1973

A meeting of the Standing Committee of Council on Housing was held on Tuesday, October 2, 1973 at 10:30 a.m. in the No. 1 Committee Room, third floor, City Hall.

PRESENT: Alderman Harcourt (Chairman)  
Aldermen Massey and Rankin

ABSENT: Alderman Hardwick

COMMITTEE CLERK: M. Kinsella

RECOMMENDATION

1. Lodging House By-law

The Medical Health Officer and the Corporation Counsel submitted a further draft of the Lodging House By-law which was prepared following meetings with individuals and organizations who had submitted briefs to the Committee on this matter.

Your Committee today discussed the revised draft Lodging House By-law with representatives of the B.C. Hotels Association, Community Legal Assistance Society, United Housing Foundation, the Director of Environmental Health and the Corporation Counsel. Agreement was reached on the proposed Lodging House By-law as submitted with some minor changes.

In response to a question from the Community Legal Assistance Society, the Corporation Counsel advised that the appropriate Charter amendment to authorize the Medical Health Officer to order lodging house owners or operators to carry out necessary repairs to their premises will be included in a report to Council within the near future on suggested Charter amendments. The Committee suggested that lodging house owners and operators be given one month from the date of approval of the revised Lodging House By-law to meet the standards contained in this By-law.

Your Committee RECOMMENDS

THAT Council instruct the Corporation Counsel to bring forward an amended Lodging House By-law in substantially the same form as that of the draft Lodging House By-law appended hereto.

The meeting adjourned at approximately 11:10 a.m.

FOR COUNCIL ACTION SEE PAGE(S) 78 & 79

REPORT TO COUNCIL

STANDING COMMITTEE OF COUNCIL  
ON SOCIAL SERVICES

A meeting of the Standing Committee of Council on Social Services was held on Thursday, October 4, 1973 in the No. 1 Committee Room at approximately 1:45 p.m.

PRESENT: Alderman Rankin (Chairman)  
Aldermen Hardwick, Linnell, Marzari

ALSO PRESENT: Mr. J. Denofreo, Executive Assistant  
to the Minister of Human Resources

COMMITTEE CLERK: M. Kinsella

Minutes of the meeting of September 20, 1973 were adopted.

CONSIDERATION

1. Mental Patients Association Residence,  
1745 West 11th Avenue -- Development  
Permit Application #60352

Council on July 17, 1973 adopted the following recommendations of the Standing Committee on Social Services:

"Instruct the Director of Permits and Licenses to report back to the Standing Committee on Social Services on the most expeditious way to issue a development permit on 1745 West 11th Avenue, based upon a use not listed in the Zoning and Development By-law but similar to a boarding house, as per precedents previously established;

Instruct the Deputy Director of Planning to report back to the Standing Committee on Social Services on the requirements with respect to notification of neighbours on applications for development permits in RM-3 zoning district."

The Director of Planning and Civic Development and the Director of Permits and Licenses submitted a report on this matter dated September 27, 1973 for the consideration of the Committee. The report read as follows:

"Brief History:

Development Permit Application #60352 was filed on October 12th, 1972, to use the existing building which is located on a site 50' in width by 120' in an RM-3 Multiple Dwelling District, for a boarding home for a maximum of 12 persons.

On November 8th, 1972, a letter was submitted to Mr. N. McClellan, Housing Control Co-Ordinator, Permits and License Department, by Mrs. Frances Phillips, R.N., B.A.S.C., M.S.N., and Mr. Lanny Beckman, B.A., M.A., Project Directors, which stated in part regarding this proposed development:

cont'd ....



Clause No. 1 (cont'd)

'The principal objective will be to provide a supervised setting for persons who have been referred to our organization by either hospitals, psychiatrists or other mental health professionals. We will not accept as residents those persons who are suffering from serious emotional problems. We will accept only those who have already recovered from mental illness and who, in the opinion of the mental health worker, are suitably prepared to re-integrate themselves into the community through involvement in our program. Our policy has been, and will continue to be, to accept clients whose emotional problems are manifest in quiet, passive and withdrawn behaviour, rather than in aggressive and outgoing behaviour.'

On November 24th, 1972, records indicate a meeting between Mr. Syd Filkow of the Association and the Director of Planning, expressing concern regarding the type of notification to adjacent neighbours. At this meeting the Director of Planning made Mr. Filkow aware of the general procedure of requiring Technical Planning Board approval after notification of neighbours.

On January 8th, 1973, a letter was received from Mr. S. Filkow stating:

'This is to confirm my telephone conversation of January 3rd, 1973, at which time you agreed not to notify neighbours of the above application until such time as we are again in touch with you.  
 We hope to contact you again concerning this very shortly'.

On July 12th, 1973, a further letter from Mr. Lanny Beckman was received which stated in part:

'We request that you take no action regarding the application for three months while discussions are taking place. We are hopeful that we will be in a position to contact you in the very near future concerning disposition of the application'.

In view of the request by the representative of the Mental Patients Association, no further action was taken on the application.

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The Zoning Planner, prior to this report being submitted, has discussed the matter with Mr. S. Perskey who is now the Project Co-Ordinator.

From a conversation with him it is understood that the Mental Patients Association acquired title to the property in December, 1972, and have occupied the premises since February, 1973. In addition to the normal room and board being provided, other assistance will be given the occupants by the Association.

While the application states a boarding home for a maximum of 12 persons, information received from the City Health Department indicates a maximum occupancy would be 10 guests, subject to meeting certain by-law requirements rated on the plan as submitted with the application.

With reference to item (b) of the Committee's recommendation, as this property is located in an RM-3 Multiple Dwelling District, a boarding or rooming house is an outright use provided the development conforms with the provisions of the Zoning and Development By-Law. Furthermore, no provision exists in the RM-3 District Schedule permitting the Technical Planning Board to consider a use similar to a boarding house, but it has been standard procedure that such applications be dealt with as an Institution of a philanthropic or charitable character, operated by a Society. The Technical Planning Board are required, however, to first consult with the City Planning Commission.

Clause No. 1 (cont'd)

With reference to item (c), it has been the policy of the Technical Planning Board for many years to first notify the surrounding property owners of the application prior to final consideration and decision by the Technical Planning Board.

It is also understood some complaints have been registered with the Standing Committee of Council on Social Services at their meeting on August 16, 1973.

It is recognized that if the normal procedure of notification was not carried out this would mean the Technical Planning Board could process the Development Permit Application in a lesser time (approximately two weeks) but such a procedure would be at variance with what is considered to be the proper evaluation of the application.

It is therefore suggested this application be considered as an Institution of philanthropic or charitable character by the Technical Planning Board. The adjacent property owners be notified of the application and the notification to include an explanation of the proposed use of the premises as quoted above in the letter of November 8th, 1972, from Mrs. Phillips and Mr. Beckman. The Technical Planning Board to consult with the City Planning Commission prior to making a final decision on the application.

Any person, however, may appeal the decision of the Technical Planning Board to the Board of Variance."

The Zoning Planner stated that if this residence were used solely as a boarding house, i.e. for rooms and meals only, notification of the surrounding residents would not be required. However the Association also engages in counselling on the premises and therefore this house can not be classified as a "boarding house". Mr. Gray also pointed out that other similar rehabilitative organizations such as X-Kalay and some drug half-way houses have gone through the procedure of notifying residents when they applied for development permits and encountered very little opposition. Mr. Gray also advised that the procedures involved in notification of tenants usually takes from one to two weeks.

Representatives of the Mental Patients Association reiterated their request that the requirement re notification of surrounding residents be waived and requested that the Committee recommend to Council that they be issued a development permit on this basis.

The following motions resulted in a tie vote:

- A. RECOMMENDED that Council instruct the Director of Planning & Civic Development to pursue the usual development permit procedure re notification of the residents in the 1700 Block West 11th Avenue of the development permit application of the Mental Patients Association residence, 1745 West 11th Avenue; apartment owners to have the responsibility of notifying tenants;
- FURTHER RECOMMENDED that the Director of Social Planning be instructed to expedite this procedure.
- B. RECOMMENDED that the Mental Patients Association be issued a development permit for the operation of the residence at 1745 West 11th Avenue as a boarding house.

Therefore, in accordance with Procedure By-law 66A, the above recommendations are submitted to Council for CONSIDERATION.

## RECOMMENDATION

### 2. Spring Street Project, Evaluation Research

Your Committee discussed with the Director of Social Planning and representatives of the Spring Street Project, the second evaluation research progress report, as well as a report from the Director of Social Planning requesting approval of a transfer of funds from his Department's salary budget to the Spring Street Project Evaluation Research account to complete the research project. Your Committee reviewed in detail with those present the second evaluation research progress report.

A parent of one of the children who has been on the programme for the past 4½ months spoke to the Committee on his son's progress within this programme. He strongly endorsed the programme and stated that his son's behaviour has greatly improved over the past while.

Mr. D. Purdy, Social Planning Department, advised that to date, \$16,500 have been spent on the research project and the additional \$6,700, of which \$852.55 remains from the previous allocation of research funds to the project, is required to complete the third and final report which should be available to the Committee on November 30.

## RECOMMENDED

- A. That Council receive the Second Spring Street Evaluation Research Progress Report;
- B. That Council approve the transfer of \$5,900 from Social Planning Department's Salaries Budget (Account Code 7801/1) to Spring Street Evaluation Research (Account Code 7830/701);
- C. That Council authorize the Chairman of the Standing Committee on Social Services and representatives of the Social Planning Department to discuss with the Minister of Human Resources and his staff, the future of the Spring Street approach and, in particular, future funding and auspices.

### 3. Crisis Centre -- Post Partum Counselling Programme

The Committee on June 12, 1973 considered a grant request from the Crisis Centre, Post Partum Counselling Programme and referred the request to the Medical Health Officer for report back to the Committee, this report to include an evaluation of the programme as well as recommendations on sources of funding of this programme (either through the Provincial Government or the Canada Assistance Plan).

The Board of Administration, under date of September 24, 1973, submitted for consideration a report of the Medical Health Officer reading as follows:

"At the June 12, 1973 meeting of Vancouver City Council, the May 31st Social Services Committee report was received. The Committee report resolution was as follows:

RESOLVED that the grant request of the Crisis Centre - Post-Partum Counselling Program be referred to the Medical Health Officer for a report back to your committee as soon as possible. This report to include an evaluation of the Program as well as recommendations regarding sources of funding of this program (either through the Provincial Government or the Canada Assistance Plan).

Clause No. 3 (cont'd)

Mr. Walter Boyd and I met with representatives of the Crisis Centre to discuss administration and finance for the maintenance of a program for the support of parents, in which the primary problem is a depressive illness in the mother following birth of a new baby. (This condition severely affects a significant percentage of new families.) The program has operated with two full-time employees, a coordinator of volunteers and a program clerk, together with 15-20 volunteers, who provide 32 hours service each per month. Funding has been through L.I.P. grants; however, this source of financing has been discontinued. As the program provides a vital and valuable service to the Community, its continuation is of great concern to the Health and the Welfare and Rehabilitation Departments. It is strongly recommended by the Medical Health Officer that the City provide the necessary funds to ensure continuation of the program for approximately two years, pending a decision from the Greater Vancouver Metropolitan Health Board as to further administration of the program.

The Greater Vancouver Mental Health Project under the auspices of the Metropolitan Board of Health may be sufficiently developed within two years that programs such as this could receive serious consideration.

The recommendation we make, therefore, is to include the staff program for the next two years as a direct City of Vancouver responsibility.

The pattern of staffing and function is analagous to the City's Coordinator of Volunteers program (two area programs, East and South Units) and the Volunteers for Seniors. These programs are staffed by employees of the City Department of Welfare and Rehabilitation and seconded to the Health Department. Salary costs are shareable 50% by Federal Government (Canada Assistance Plan). However, the Director of Welfare and Rehabilitation is presently negotiating with the Minister of Human Resources to have the Province accept a further 25% of the personnel costs of all their programs. The program is most suitably located at the Crisis Centre because of pre-existing referral patterns, presence there of volunteers already assisting the program and the availability of facilities in a central location.

The Property and Insurance Division have inspected the premises and agree that the \$200.00 per month rental is fair and reasonable.

SUMMARY OF PARENT SELF-HELP PROGRAM

DESCRIPTION: The program is primarily directed toward mothers who are experiencing any of the following difficulties during the first few years of the post-partum period.

- a. depression that may range from sadness to suicidal thoughts;
- b. acts of aggression towards the baby. Sometimes this is manifested by overconcern. Strong feelings of guilt are present in either case.
- c. inadequacy or inability to cope as a wife and/or mother.

The project to date has helped over one hundred mothers to recover during the sixteen months of its existence. There are currently seventy-one people involved in the program. In order to accomplish this, a four part service is offered:

- a. One-to-one guidance and support from a volunteer;
- b. a weekly group meeting of mothers.
- c. a fortnightly meeting of fathers.
- d. family educational and discussion evenings.

Education and research are two other aspects. This includes inservice education, lectures and workshops to health professionals and other interested groups. A field placement to second year Master of Social Work students and Doctoral candidates (Psychology) has been provided. Public awareness has been increased by newspaper and radio releases.

Clause No. 3 (cont'd)

- STAFFING: a. Fifteen trained volunteers presently work free of charge. These are recruited from people who were originally receiving help in the programme, who have recovered, and who now wish to help others who have similar problems in living;
- b. A paid co-ordinator;
- c. A paid programme clerk.

REFERRAL SOURCES: Family practice doctors, psychiatrists, hospitals, Metropolitan Health Nurses, Crisis Centre, and groups offering perinatal services. Individuals may self-refer.

The recent rapid growth and interest expressed by members of the medical profession would indicate that the programme is meeting an important need.

The Director of Personnel Services has reviewed the positions of Coordinator and the Clerk-Typist I (Program Clerk) and confirms the present pay grade and classification of the Coordinator. The position of the Clerk is under further review as to classification and pay grade.

The Business Agent for the Municipal and Regional Employees Association concurs with the classification of the Coordinator. The classification of the clerical position to be confirmed when classification finalized.

The Comptroller of Accounts confirms that funds to cover the City's share in the amount of \$3,983.00 are available in the Contingency Reserve Account.

At the present time furnishings and equipment are shared with the Crisis Centre personnel; however, this arrangement is unsatisfactory as it entails carrying furniture from one office to another and from one floor to another. Pending final arrangements of financing and administration, it is recommended that furniture and equipment be loaned from City Stores."

The Medical Health Officer stated that at the present time, the Greater Vancouver Mental Health Project is unable to assume a specialized service of this nature as it is currently concentrating on that portion of the population who are candidates for admission to hospitals.

Your Committee also noted the Board of Administration comment that provision of this service constitutes an increase in the standard of services provided by the Department and is therefore, contrary to City policy. Your Committee, however, considers this an essential preventative service and

RECOMMENDS

That Council approve the following recommendations of the Medical Health Officer, contingent upon cost sharing of the programme being obtained under the Canada Assistance Plan and the Medical Health Officer an evaluation report to the Committee in six months:

- A. The City of Vancouver assume the responsibility of financing the Post-Partum Counselling Program on a temporary basis for approximately two years, effective immediately.
- B. The positions of the Coordinator of Volunteers and a clerical position as finalized be placed on the payroll of the Department of Welfare and Rehabilitation and seconded to the Health Department for the two year interim period providing 50% of the salary, fringe benefits and transportation costs are recoverable through Canada Assistance Plan.
- C. Car allowances be authorized for the Coordinator and the Clerk at 13¢ per mile.

Clause No. 3 (cont'd)

D. Furniture and equipment as listed be placed on loan to the program from City Stores.

E. Funds in the amount of \$3,983.00 as detailed in attached summary of estimates for 1973 be provided from Contingency Reserve."

4. Grant Request - False Creek Little League

At its last meeting, the Committee referred this grant request to the Director of Social Planning for report back on suitable surplus city vehicles available and/or a grant not to exceed \$300.00. The Director of Social Planning today submitted the following report:

"The Director of Social Planning was instructed by the Standing Committee of Council on Social Services, at its meeting on September 27, to examine transportation requirements of the False Creek Little League.

The League Executive owns a large concession trailer which they leave on a site near the baseball diamond for the baseball season. However, vandalism is a problem and so they must either haul the trailer back every night or remove the valuable equipment (pop cooler etc.) out of the trailer daily. The latter is preferable as the trailer is in disrepair and is unsafe to run on the streets any more than is necessary. The group requires approximately \$200 to repair the trailer, in addition to a van to keep their pop machine and other valuable equipment out of the concession when not in use.

The League has an active auxiliary and is able to raise the necessary money for materials to repair the trailer and insure and maintain a vehicle to their satisfaction. However, this is the only little league around that does not charge the players anything to join or to play. Consequently, the League auxiliary has limited fund raising abilities for purchasing a vehicle.

The need for a vehicle to transport kids, baseball and concession equipment is real.

The Comptroller of Accounts advises that the funds are available in the Contingency Reserve."

Your Committee discussed the report with representatives of the False Creek Little League and the Social Planning Department.

RECOMMENDED

- A. That a grant to the False Creek Little League be in the form of a van that would normally be replaced in the City Engineer's current replacement programme; plus the modifications to the van necessary to meet the League's needs and the City Engineer's appropriate accounts be credited with the value of the van and modifications, from the Contingency Reserve. The approximate cost would be \$1,300. The van is immediately available for modifications.

cont'd ...

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Clause No. 4 (cont'd)

- B. That the False Creek Little League incorporate itself into a non-profit society, prior to the van being released to them so that the van can go to the Society rather than to an individual, the name of the incorporated Society to be "False Creek Baseball".

INFORMATION

5. Co-ordination of Day Care

Alderman Marzari raised the need for an analysis of the day care needs of the various communities of Vancouver and to ascertain the extent and number of City-owned lots in various areas of the City suitable for day care.

RESOLVED

That day care facilities within the City of Vancouver be a consideration of the Standing Committee on Social Services and that Alderman Marzari prepare for the Committee a draft report on the day care needs within the City of Vancouver.

The meeting adjourned at approximately 3:30 p.m.

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STANDING COMMITTEE OF COUNCIL  
ON WATERFRONT & ENVIRONMENT

October 4, 1973

A meeting of the Standing Committee of Council on Waterfront and Environment was held in No. 1 Committee Room, Third Floor, City Hall, on Thursday, October 4, 1973, at 3:30 p.m.

PRESENT: Alderman Pendakur (Chairman)  
Alderman Linnell  
Alderman Massey  
Commissioner DuMoulin

ABSENT: Alderman Marzari (Civic Business)

COMMITTEE CLERK: H. Sugrive

RECOMMENDATIONS

1. Development Proposals for the Fishermans Wharf

The Chairman referred to the comments made at the Council meeting respecting proposed development of a Fisherman's Wharf, when it was expressed that consideration of particular submissions of N. B. Cook Corporation Ltd. be deferred until other submissions have been received and the Waterfront & Environment Standing Committee set a reasonable time in which to receive such submissions. However, he clarified that the Committee was not trying to create an impression in favouring one or the other developments, but the Committee was still open for proposals. In view of the fact that the City does not own any of these lands under reference, Council's responsibility was to control the quality of developments and therefore the Committee should keep accepting proposals until one is received in compliance with the requirements of the guidelines set for the area.

After much discussion, it was,

RECOMMENDED:

- (i) THAT the deadline for receiving proposals to develop a Fisherman's Wharf be December 15, 1973, and that the submitted proposals be considered by the Committee immediately thereafter.
- (ii) THAT the desire of the City to receive development proposals be advertized by the City Clerk.
- (iii) THAT the Chairman of the Committee and Alderman Massey be authorized to draw up an advertizement based upon the Terms of Reference already approved by Council.
- (iv) THAT the proposal of N. B. Cook Ltd., referred by the Standing Committee on Waterfront and Environment at its meeting on September 27, 1973, to the City Engineer, the Director of Planning and Civic Development, and the Project Manager for report back to the Committee in three weeks time, be deferred until all the proposals have been received.
- (v) THAT the Chairman of this Committee inform N. B. Cook Corporation Ltd. of the decision of the Committee respecting the consideration of the proposals.

2. Development Permit Applications:

- (a) Development Permit Application 64132 - Norpak Fisheries  
2191 - 99 Commissioner Street

The Director of Planning and Civic Development submitted the following report respecting the above application:



Report to Council  
 Standing Committee of Council  
 on Waterfront and Environment  
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"A development permit application has been received from Dominion Construction Co. Ltd. on behalf of Norpak Fisheries to add to an existing fish cannery at the above address. The area is zoned (M-2) Heavy Industrial District where a fish cannery is a conditional use and as such requires the approval of the Technical Planning Board.

This application proposes 15,000 sq. ft. of new manufacturing area and 8,700 sq. ft. of freezer, electrical and machine room on land now used for sundry uncovered storage. In addition, the proposal calls for a new wharf approximately 110' x 40'. The existing development consists of a wharf, 18,700 sq. ft. of manufacturing and 39,000 sq. ft. of warehouse area. An existing shed and small wharf is to be removed. The plans do not indicate any filling into the water to create additional land area. The proposed pier does not extend to the harbour headline.

The reason for the addition is to improve production facilities and to provide a freezer. (Presently they are using B.C. Ice and Cold Storage). There would be no increase in the number of employees.

It is the opinion of this Department that the use is appropriate in the requested location. The application can be processed as soon as the Standing Committee has indicated approval in principle of the proposed addition.

It is recommended that the Standing Committee approve this application in principle and instruct the Director of Permits and Licenses to process it in the normal manner.

It is further recommended that this action by the Committee be reported to Council for their information. "

Mr. L.E. Moir, President of Norpak Fisheries advised that the estimated cost of the proposal was one million dollars and he further emphasized that Norpak Fisheries very much wished to have their project completed by February 1, 1974. He informed that at present they had to store their fish in Seattle due to the fact that B. C. Ice Storage were unable to store any more fish for them. He further advised that although there will not be new jobs created by the proposed addition, there will be more work available for the present staff.

Mr. Mann, Project Manager for the Waterfront Study, informed that he had inspected the premises and found the activities in operation very unique and interesting. He advised that due to the variety of actions involved in the whole process, it is possible that great public interest could be attracted and therefore the question of public access must be considered.

After further discussion it was:

RECOMMENDED:

THAT the Project Manager look at the question of access to the waterfront at this area and investigate and report back to the Committee on the street ends in this area.

(b) Development Permit Application 64335 - B. C. Sugar Refinery - North Foot of Rogers Street

The following report of the Director of Planning and Civic Development on the above application was considered:

"A development permit application has been received from Swan Wooster Engineering Co. Ltd. on behalf of B.C. Sugar Refinery to erect a 38,000 sq. ft. warehouse to expand their present operation.

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The plans indicate that the 360 ft. x 105 ft. tent shaped structure would be on new fill. The surface of the fill would reach approximately 420 ft. into the harbour with the width varying from 180 ft. to 300 ft. The north edge of the surface would be some 300 ft. south of the end of the existing pier and about 1000 ft. from the Harbour Headline.

This site is located in an (M-2) Heavy Industrial district where a warehouse is an outright use. It is the opinion of the Director of Planning that this addition should proceed and be processed in the usual manner. The industry relies on the receipt of its materials by water.

It is recommended that the Committee approve this application in principle."

RECOMMENDED:

- (i) THAT the consideration of the above development permit application be deferred until the next meeting of the Committee to assess the use of the site in general and the details of the proposed fill.
- (ii) THAT the Director of Planning and Civic Development submit to the Committee at its next meeting a map of the waterfront area, detailing street ends and other access points to the waterfront in this general area.
- (c) Development Permit Application 64226 - Mr. P.S. LeMare of Bluecowe and LeMare, Geoffrey Massey, Associated Architects - North Foot of Cardero Street

The Director of Planning's following report on the above development permit application was considered:

"An application has been received from Mr. P.S. LeMare of Bluecowe and LeMare, Geoffrey Massey, Associated Architects, to alter and use two of the existing three buildings at the north foot of Cardero Street for retail, offices and restaurant. The third structure (a two-storey frame office building) would remain unaltered.

The site is in the area presently under study by the Burrard Inlet Waterfront Project Manager.

The proposal consists of converting building No.1 on the west side of the site now used for small boat building and marine oriented offices into a restaurant and office area. Building No.2 on the east side, now a marine retail store, would have the retail store reduced in area and the remainder of the floor area converted to offices. No filling into the water is indicated on the plan.

There is no indication of the establishment of a public walkway along the waterfront as envisaged by the general guidelines.

For the information of the Special Committee, a development permit was issued in December, 1972, for the erection of a restaurant north of building No.1. No construction has taken place to date.

This application is submitted for consideration."

Mr. Hayward of Planning Department advised that the above area was presently under investigation by the Project Manager of the Waterfront Study and therefore, he was unable to make any recommendations on the application.

(In view of the fact that Alderman Massey expressed conflict of interest in the issue, he was excused from discussion on this development permit application.)

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Mr. Jakes, President of Capilano Shippers Limited informed that the reason for the submission of this application was that Keg-N-Cleaver Restaurant was to be housed in one of the buildings, along with office space.

The Committee was concerned about a public walkway along the waterfront that could be joined later to a continuous walkway planned for the waterfront. The Committee was also concerned that if and when rails are removed, direct access should be available to Nicola Street to the South.

After further discussion, it was

RECOMMENDED:

THAT the Development Permit Application 64226 be approved in principle and processed through the normal channels subject to the Director of Planning being satisfied that provision is made along the northern portion of the development as part of the continuous public walkway planned for the waterfront (approx. 20 feet).

(d) Development Permit Application 64296 - Air West Airlines Ltd. - Northern Foot of Jervis Street

The Director of Planning and Civic Development reports as follows:

"A development permit application has been received from Air West Airlines Ltd. to retain the existing office, and aircraft landing base, situated at the north foot of Jervis Street.

A previous development permit (No.57880) dated February 4, 1972, permitted 'the retention of a 20' x 30', one storey building on this site to be used as an office in conjunction with an aircraft landing base and to retain a 10' x 40' mooring gangway and a 15' x 230' mooring float at this location for a further limited period of one year expiring January 31, 1973'.

The development permit also noted that 'this limited period of approval expiring January 31, 1973 is without prejudice to the Technical Planning Board's consideration to any further periods of limited consent that may be requested'.

The site is in the area presently under study by the Burrard Inlet Waterfront Project Manager.

This application is submitted for the consideration of the Committee."

Mr. Hayward advised that this area is also under study by the Project Manager and therefore, he is unable to make any recommendations on the application.

The Committee considered the problem of noise connected with aircraft landings in this area, and as the Federal Government, as well as the Vancouver City Planning Commission were presently investigating the noise factors in connection with aircraft in this area,

It was,

RECOMMENDED:

THAT Development Permit Application 64296 be approved for a period of one year.

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INFORMATION

3. Communication: Fisherman's Wharf Proposal, Old Evans,  
Coleman, Evans Wharves, N. Foot of  
Columbia Street, Vancouver 4, B. C.

Town Group Limited in a letter dated October 3, 1973 advised the Committee that they would soon be in a position to supplement their original proposal respecting the above development and wished to present their ideas to the Committee.

RESOLVED:

THAT the communication from Town Group Limited dated October 3, 1973, be received.

4. Information Report on Helicopter Noise Study in Pier A

Mr. Hayward from the Planning Department advised the Committee that the Ministry of Transport has been conducting studies on noise factors in relation to helicopters as well as other types of small aircrafts in the Pier A area and at present they have not yet concluded their studies. However, as and when studies will be completed, this Committee will be provided with a report.

FOR COUNCIL ACTION SEE PAGE(S).....90.....

The meeting concluded at 5:30 p.m.

\* \* \* \* \*

REPORT TO COUNCILOFFICIAL TRAFFIC COMMISSIONOCTOBER 3, 1973

A meeting of the Official Traffic Commission was held in No. 1 Committee Room, Third Floor, City Hall, on Wednesday, October 3, 1973 at 7:30 p.m.

PRESENT: Alderman Marzari (Chairman)  
 Alderman Rankin  
 Commissioner Ryan  
 Mr. R.C. Boyes, Assistant City Engineer  
 Traffic and Transportation Division  
 Mr. Bruce Donald, City Prosecutor's  
 Department  
 Mrs. M. Courvoisier, Vancouver School  
 Board  
 Superintendent D.W. McRae, City Police  
 Department

ALSO PRESENT: Mr. J. Attridge, Vancouver Safety Council  
 Mr. McLachlan, Vancouver School Board

CLERK: H. Sugriva

The minutes of the meeting held June 27, 1973, were adopted.

1.(a) Synchronised Pedestrian Controlled Light on 49th Avenue at Either Frontenac or Arlington Street

Council at its meeting on July 17, 1973, approved the following recommendation of the Official Traffic Commission dated June 27, 1973:

THAT a traffic signal not be installed at 49th Avenue and Frontenac Street at this time, but that further checks be taken in September to assess the pedestrian crossing situation, for report back to the Commission.

Subsequently, Champlain Heights Citizens Community School Committee filed a petition with the Mayor for immediate and prompt action by Council in considering the installation of pedestrian controlled light on 49th Avenue at either of the suggested locations.

Further, a letter from Dunhill Management on behalf of the owners, Strata Plan VR-53, 3405 to 3477 East 49th Avenue, Vancouver, requesting the Commission for immediate installation of a synchronised pedestrian controlled light to the crosswalk on 49th Avenue at either Frontenac or Arlington intersection, was received.

The City Engineer submitted the following report on pedestrian safety - Fraserview/Killarney area:

"The Official Traffic Commission at its meeting of June 27th, 1973 heard two delegations speak to the Commission regarding the need for a traffic signal at 49th Avenue and Frontenac Street.

After discussion in this regard it was recommended:

"that a traffic signal not be installed at 49th Avenue and Frontenac Street at this time, but that further checks be taken in September to assess the pedestrian crossing situation, for report back to the Commission".

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Official Traffic Commission  
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Prior to the school opening in September this year, a marked and signed "Stop When Occupied" school crosswalk was installed across 49th Avenue at the west crosswalk of Frontenac Street.

In response to the above recommendation, further checks were taken after school opened in September, by both the Police Department School Patrol Detail and the Engineering Department to assess pedestrian crossing difficulties of 49th Avenue between Tyne and Boundary Road.

These further studies continue to show that, with the exception of the 4:00 to 6:00 p.m. period, there are adequate gaps in the traffic flow which afford safe crossing opportunities for both adults and school children. The School Patrol Detail do not consider a School Patrol to be warranted for the morning, noon and after school crossing periods. During the 4:00 to 6:00 p.m. period there are fewer crossing opportunities, but they are still considered to be adequate for the crossing activity which takes place during this peak traffic period. Vehicle speeds on 49th Avenue are not excessive throughout the day and are significantly lower during the p.m. rush hour period.

Considering these present traffic conditions alone a pedestrian signal is not justified. However, the following aspects must also be taken into account:

Champlain Heights has been developed as a neighbourhood area having condominiums, community school, a day care centre, etc., and is adversely bisected by this east-west arterial street. Furthermore, the place of greatest pedestrian crossing of this arterial street is at a Tee intersection which is less apparent to motorists.

There are extensive plans for evening activities at the school which will promote pedestrian crossing activity across 49th Avenue outside of the normal school crossing periods.

Traffic volumes have increased sharply on 49th Avenue and will continue to increase so that further pedestrian control will likely be required before too long, particularly when the arterial street is developed to a four lane width.

On the basis of these additional aspects the installation of a pedestrian signal at this time is considered appropriate. Our observations of pedestrian crossing activity indicate that the appropriate crossing location is the intersection of 49th Avenue and Frontenac Street.

The necessary signal equipment is available and a pedestrian signal could be installed within one month of Council's approval for signal control. The estimated cost for this signal control is \$6,750.

It is therefore RECOMMENDED that a pedestrian signal be installed across 49th Avenue at Frontenac Street, and that \$6,750 be allocated from Traffic Control Reserve for this work.

RECOMMENDED:

- (i) THAT the City Engineer's Report and Dunhill Management's letter be received.
- (ii) THAT a pedestrian signal be installed across 49th Avenue at Frontenac Street and that the sum of \$6,750 being the estimated cost for the signal, be allocated from Traffic Control Reserve.

1.(b) Tyne Street Pavement Width

The following report of the City Engineer was considered by the Commission:

Report to Council  
Official Traffic Commission  
October 3, 1973

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"On June 27th, 1973 the Official Traffic Commission recommended that:

"Tyne Street from 45th Avenue to 49th Avenue not be paved at this time until there has been discussion with the B.C. Hydro and Power Authority to determine the bus route for the area and report back to the Commission for review".

#### Bus Routes

The Bureau of Transit has postponed until 1974 the implementation of the 49th Avenue cross-town bus route, which will have a jog to 54th Avenue (to serve the Champlain Mall Shopping Centre) via Doman Street and Kerr Street. Kerr Street is already used by transit and is an arterial street. Doman Street however, is a local residential street but was previously used as a transit route prior to changed routings to serve the southeast sector. Tyne Street is a through street, and the bus would normally go on Tyne Street, but the use of Doman Street again as a transit route is proposed because its roadway is in better condition than Tyne Street. After Tyne Street is improved, the bus route should be relocated from Doman Street to Tyne Street, and the Bureau has verbally agreed with this relocation.

#### Pavement Width

With regard to pavement width, the design standard for bus routes is 46 feet, and should be adhered to wherever possible. Although a 42 foot pavement on Tyne Street is below this design standard the Bureau considers 42 feet acceptable in this case.

In reassessing pavement widths for Tyne Street from Kingsway to Boundary Road it has therefore been concluded that a 42 foot width is appropriate for the whole of Tyne Street. It should be noted that the only piece scheduled for construction now is from 49th Avenue to 54th Avenue (initiated by residents' Local Improvement Petition which was approved at May 17, 1973 Court of Revision). "

#### RECOMMENDED:

THAT the City Engineer's Report on Tyne Street pavement width be received for information.

## 2. Traffic Problem in Kitsilano Area

The following report of the City Engineer in respect of traffic problems in the Kitsilano area was considered by the Commission:

" In a communication dated August 3rd, 1973, Mr. Philip N. Walker of 3035 West 5th Avenue complained about the volume and speed of traffic using the residential streets in the area of Kitsilano bounded by 4th Avenue, Macdonald, Broadway and Alma. This concern was prompted by a fatal accident, witnessed by Mr. Walker, where a seven year old child ran from behind a parked car into the side of a moving vehicle in the 2900-3000 block West 5th Avenue.

Mr. Walker has requested a reduced speed limit and "Caution Children Playing" signs be installed in the 2900-3000 block West 5th Avenue. This request is supported by a petition signed by 30 people residing in the aforementioned block.

The area described by Mr. Walker is a typical residential area. The streets are generally improved with a 22 foot strip pavement or a 27 foot curbed pavement. Parking is allowed on both sides and is generally light during the day and quite heavy after 5:00 p.m. 5th Avenue in this area is 27 feet between curbs, with curb sidewalks on both sides. There are no vision obstructions between the sidewalk and roadway other than parked cars.

A recent traffic count in the 2900-3000 block West 5th Avenue shows that volumes vary between 50 vehicles per hour in the afternoon peak to no vehicles in the early morning hours. This appears to be typical of the whole area, and is comparable to residential areas throughout the City. Speed checks

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taken over a 2 hour period in the afternoon peak period show a 22 miles per hour average speed with only 3 vehicles exceeding 30 miles per hour. The Police Department advise us that this is normal for a residential street.

The results of our investigation indicate there is not a case for special treatment, such as a reduced speed limit, or children playing signs in this particular block. However, there may be some opportunities for changes in traffic patterns on an area basis, as part of an Area Planning Study. On September 19th, Council requested that the Director of Planning submit a report on how and when such a study could be undertaken. We are advised that such a report will be submitted to Council within the next few weeks and any study would include such matters as concern these petitioners.

Mrs. Walker and Mr. Nurcomb, who heads the petition, have been notified of our findings and the proposal to form a Study Group for the Kitsilano Area. They agree their block should not be treated on an individual basis and they are looking forward to participating in the area planning study. "

#### RECOMMENDED:

THAT the question of traffic problem in the Kitsilano area be included as a part of an Area Planning Study by the Director of Planning for report back to the Commission.

### 3. Pedestrian Safety - King Edward and Oak Street

The following report of the City Engineer was considered by the Commission:

" After hearing a delegation of concerned parents regarding pedestrian safety at the intersection of King Edward and Oak Street at its June 27, 1973 meeting, the Commission passed the following resolution:

"the brief, as submitted by the delegation, and all the relevant materials in respect of the traffic hazard at King Edward Avenue and Oak Street, be referred back to the City Engineer for further discussion and investigation with the parents, school committees and citizens in the area, for a report back to the Commission".

Following this resolution, representatives of the Engineering and Police Departments met with Mr. and Mrs. David Fraser representing parents and citizens in the area. The basic concern expressed by the parents is the conflict between turning vehicles and children in the crosswalks.

#### A. King Edward and Oak Street

It was agreed that this intersection is generally the same with respect to pedestrian safety as other signalized intersections where school children are crossing, recognizing that King Edward and Oak does carry relatively high traffic volumes, except for two factors.

- (i) The width of the median makes this intersection somewhat different from other signalized intersections where similar numbers of children cross. With the relatively heavy volume of through traffic on Oak Street during the rush hours and throughout the day, vehicles turning left from Oak Street often can only complete their turn during the amber signal. Because of the width of King Edward, there are times when three or four cars, which were held up behind the left-turning vehicle, may not be able to clear the intersection before the cross-traffic commences. This could create some hazard for pedestrians who may have already entered the north and south crosswalks. To deal with this situation we propose to lengthen the signal cycle from 60 to 70 seconds, so as to provide for a delayed pedestrian "WALK" interval in the north and south crosswalks.



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- (ii) Another concern expressed by the parents is that turning motorists are unwilling to yield the right-of-way to pedestrians who step off the median while crossing King Edward (legally) on the "DON'T WALK" signal phase. While the Police Department do not agree that there is a problem at this intersection with respect to motorists yielding the right-of-way to pedestrians, the increased signal cycle length, noted above, will also provide more time for pedestrians to complete their crossings in the east and west crosswalks. This would reduce the possibility of conflict with left-turning motorists, most of whom turn through these crosswalks on the amber phase at the end of the north-south green signal.

B. Additional safety at signalized intersections adjacent to schools

The parents feel that additional safety measures should be provided at all signalized intersections which are located adjacent to schools in order to warn motorists that school children may be crossing at the signal.

There are very few accidents involving school children at signalized intersections adjacent to elementary schools and there is no evidence to suggest these locations are unduly hazardous. These locations, as well as the many signalized crossings from which the school is not visible to motorists, and which also carry numerous children, all have much better protection for children than the many school crossings on arterial streets which do not even have signals.

Traffic throughout the city is getting heavier and the conflict between vehicles and pedestrians will continue to increase. In our view, any lack of caution or yielding of right-of-way by motorists at locations where pedestrians may be crossing the street should be dealt with more appropriately by enforcement and education. A further report will be submitted to your Commission in the near future on an education/enforcement program, as requested at the last Commission meeting.

This report has been discussed with Mrs. Fraser, who is in agreement with the proposed signal changes; but although she understands the basis for our explanation regarding the need for education and enforcement rather than additional signs, etc., she still feels there is a need for additional treatment in the form of flashing lights, etc., to alert motorists to the presence of school children. "

RECOMMENDED:

THAT the City Engineer's Report in respect of Pedestrian Safety on King Edward and Oak Street be received for information.

4. Traffic Dispersal from P.N.E. Exits

The City Engineer's Report on traffic dispersal from P.N.E. exits was considered by the Commission:

"On July 27th, 1973 the following Official Traffic Commission recommendations were adopted by Council:

- (a) THAT the City Traffic Engineer meet with representatives of the P.N.E. and investigate the possibility of increased use of all three gates, South, East and North, and report back to the next meeting of the Commission.
- (b) THAT the City Engineer's representative discuss with the B.C. Hydro Bureau of Transit Services and investigate the possibility of improving traffic dispersal from P.N.E. events.

In response to this resolution the City Engineer reports as follows:

### Increased usage of gates on South, East and North side

The current gate usage for West side events is now in the order of 55% to Renfrew Street gates, 35% to Hastings Street gates, 10% to Eton Street gates and 5% to Cassiar Street gates. Because of this overloading onto Renfrew Street, the P.N.E. is endeavouring to redistribute these traffic volumes to the remaining adjacent arterial streets. The P.N.E. has recently undertaken a program of surface improvements to the parking areas, additional paint markings and better definition to the internal parking arrangement. They are also proposing better gate definition, by way of large illuminated signs at the gate entrances in an attempt to increase the usage via the gates on the north and east sides of the P.N.E. grounds. These signs will also be visible during dispersal periods to encourage exits to Eton Street on the north and Cassiar Street to the east.

With the foregoing in mind, it would not be appropriate to revert to residential street usage during dispersal periods from the P.N.E. grounds until the benefits of the planned modifications can be assessed.

### Transit improvements to relieve P.N.E. traffic dispersal problem

This subject has been discussed with both the Bureau of Transit and B.C. Hydro and the following comments are submitted:

#### Existing Services

Since most events at the P.N.E. grounds occur outside peak transit usage hours (7 - 9 a.m. and 4 - 6 p.m. weekdays) the services provided by B.C. Hydro for the events are not limited by availability of buses. Passenger load checks are used to monitor the demand for this type of service and buses are supplied where and when sufficient demand exists.

Transit serves generally about 5% - 10% of the people going to P.N.E. events. Basically, three different types of bus service are provided:

- (a) P.N.E. Event Specials on Existing Routes - Racetrack, Colliseum and Stadium special buses are added to existing bus services on the Hastings, Renfrew, Broadway and Rupert routes.
- (b) Charter Buses - At the present time approximately 15 buses are chartered by different groups in and around Vancouver to attend hockey games and about the same number for football games.
- (c) Park/Ride Express - For football games, B.C. Hydro operates a park/ride service to the football stadium from the Oakridge Shopping Centre parking lot. About 10 buses are used in this service for each football game.

#### Improving Services

The 1971 study of P.N.E. traffic by N.D. Lea & Associates concluded that for transit "probably an effective increase of perhaps up to double the patronage could be achieved if the service was more frequent and advertising of the service intensified. However, the economics of so doing are uncertain since B.C. Hydro barely breaks even now on providing extra buses, and an increased service must probably have a lower passenger riding usage per bus in addition to extra advertising charges".

The Bureau of Transit Services has advised that general improvements and additions to transit service in Vancouver and outlying areas is their first priority at the moment. However, means of improving both transit usage and service to the P.N.E. is one of the areas they will be investigating, and they see increased advertising of special P.N.E. transit services as being probably the most effective way of generating more patronage of these services. This matter is being pursued further with the Bureau of Transit Services. "

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RECOMMENDED:

- (i) THAT the City Engineer's Report on Traffic Dispersal from P.N.E. Exits be received.
- (ii) FURTHER THAT the Chief Constable be asked to report back to the Commission on the subject of traffic dispersal from the P.N.E. exits, one month after the implementation of the proposals by the P.N.E., i.e. installing larger illuminated signs at the gate entrances in an attempt to increase the usage via the gates on the north and east sides of the P.N.E. grounds.

5. School Crosswalks on Multi-lane Streets

The subject matter was introduced by the City Engineer's Department, whose supporting report reads as follows:

" The question of adequacy of signing at school crosswalks on wider multi-lane streets has been raised on a number of occasions, particularly in the past year. Earlier this year, when we were considering a request for additional crosswalk signing at Nanaimo and 20th Avenue, the Police Department felt that this location warranted supplementary overhead signing due to a downgrade from the south and a change in road width on Nanaimo at 22nd Avenue. Accordingly, we installed such signing here, as we have done at several locations in the past, each on its own merits. Discussions on the subject with the Police Department also revealed a general difficulty with enforcement at school crosswalks on wide, multi-lane streets, particularly with motorists who claim they did not see the signs. In view of this, the Police agreed with us that the increased target value of overhead signing was desirable and would be of significant advantage at school crosswalks on wide streets.

The Police Department is of the opinion that violations of "Stop When Occupied" school crosswalks have become significantly more prevalent in the past few years. Although part of this increase can be attributed to a general decrease in respect for pedestrian rights-of-way, we feel that on wider multi-lane streets motorists often do not see the marginal crosswalk signs and are therefore unaware of the "Stop When Occupied" nature of the crosswalk. On wide streets, the existing side-mounted crosswalk signs are simply too far from the middle of the road to be readily seen by motorists in the centre-line lanes, particularly under conditions of heavy traffic when many other factors demand the motorists' attention.

In reviewing school crosswalks on multi-lane streets, we considered supplemental overhead signing appropriate at 43 crosswalks on streets carrying, or capable of carrying, 3 lanes of traffic in each direction or 2 lanes of traffic plus parking in each direction. School crosswalks on other streets, of lesser capacity, would continue to be marked with side-mounted signs only, since the existing signs are felt to be effective.

The total estimated cost of supplemental signing at the 43 crosswalks involved is \$26,000. Funds are not available in the Department's budget to carry out this work in 1973. Therefore, it is proposed that the work be carried out over a period of two years, with the funds for the first half of the program to be budgeted for in 1974.

Accordingly, it is RECOMMENDED that at all school crosswalks with side-mounted signing only, on streets carrying, or capable of carrying, 3 lanes of traffic in each direction or 2 lanes of traffic plus parking in each direction, supplemental overhead signing be installed for each direction of travel. It is further RECOMMENDED that such supplemental signing be installed over a two year period commencing in 1974 and the funds be budgeted for this work in 1974 and 1975."

Relating to the above issue, a letter from the Board of School Trustees dated September 27, 1973, enumerated the following crossings in the city that have been of concern to parents and

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residents of the areas:

1. 4th Avenue and Trimble Street (letter sent)
2. 5th Avenue and Renfrew Street -- primary annex
3. 10th Avenue and Trimble -- especially in evening hours
4. 7th Avenue and Rupert -- street has recently been widened
5. 49th Avenue and Frontenac } Community schools causing concern
6. 4th Avenue and Bayswater }
7. 6th Avenue and MacDonald -- raised at previous O.T.C. meetings
8. 16th Avenue and Balaclava Street (Carnarvon School)
9. Victoria diversion (Selkirk School) -- raised at former O.T.C. meetings by elderly residents

The Chairman felt that a Sub-Committee be struck to decide actions to be taken in respect of the nine crossings mentioned in the letter of the School Trustees.

Alderman Rankin vehemently opposed the proposal of a Sub-Committee and informed the Chairman that the enforcement of the traffic by-law respecting speeding was the solution. He strongly suggested that radar traps be laid at intersections which created problems.

On the question of radar, Superintendent McRae of the Police Department, advised that provisions were being made to include the item on their next budget. After a very lengthy discussion it was

RECOMMENDED:

- (i) THAT the Chairman present a position paper for discussion by the Commission on the question of the nine intersections or any other number that the Chairman wishes to include, and the type of actions to be taken in each case, at its next meeting.
- (ii) FURTHER THAT the City Engineer's report be received and the recommendations be considered for inclusion in the Chairman's position paper.

6. Vancouver Police Department - Administration Traffic Accident and Enforcement Summary Report for June and July, 1973

Superintendent McRae informed the Commission that in the last two months, accident rate was on the rise, which is a matter of concern. Although manpower of the Police Department has not changed since 1968, effort has been made to increase enforcement.

The Commission agreed that the most realistic and effective method of controlling traffic violations would be more police patrol cars with radar. It was noted that in comparison to Toronto which has 28 radar sets, Vancouver has only two. However, it was assured that provision for more radar would be included in the next budget report of the Police Department.

When considering the summary reports for the months of June and July, members of the Commission expressed their inability to comprehend the report as presented and it was felt that details be presented more clearly.

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Superintendent McRae assured that future reports will be more detailed and clear.

RECOMMENDED:

THAT the Vancouver Police Department's report for the months of June and July, 1973 be received.

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The meeting adjourned at 8:25 p.m.

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REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON FINANCE & ADMINISTRATION

OCTOBER 4, 1973

A meeting of the Standing Committee of Council of Finance and Administration was held in #1 Committee Room, Third Floor, City Hall, on Thursday, October 4, 1973 at 12:00 noon.

PRESENT: Alderman Bowers (Chairman)  
Aldermen Gibson, Harcourt, and Volrich

ALSO PRESENT: Alderman Linnell  
Alderman Marzari

CLERK TO THE  
COMMITTEE : R. Henry

The minutes of the Standing Committee of Finance and Administration, dated September 27, 1973 were adopted as amended by Council.

RECOMMENDATION

1. Personnel Services Department--Review of Operations

This was the fourth in a series of meetings reviewing the operations of Civic Departments.

Mr. Peterson, Director of Personnel Services, introduced various members of his staff who were present and proceeded to distribute a series of documents covering such matters as the organization and function of the department, changes in workload, forecast of future changes, Manpower planning for the City, the relationship with unions, and statistical information.

Mr. Peterson, in explaining the functions of his Department, advised that the Department was in a critical situation because of changes in staff. Changes had occurred because of resignations, promotion within the service to other Departments, retirement, and illnesses. Four key employees had left the service for other positions between May and July of this year. Mr. Peterson also explained that because of the demand for Personnel Officers, he found himself in the position of training employees and having them move on to other positions in industry, soon thereafter.

The Committee was advised of the relationship between the Department and the Civic Unions and it was stated that there was good relationship with V.M.R.E.U., however, Mr. Peterson was of the opinion that an improvement is required in respect of the outside workers union. It was explained that the Engineering Department handles its own recruiting and promotions for outside employees and this was part of the problem.

The Committee was advised of the duties of the Department's Training Officer and of the progress being made to date and training that is required to be set up for Civic employees in the future.

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Personnel Services Department--Review of Operations  
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Mr. Peterson was of the opinion that training of supervisory staff within the service is of prime importance and in his opinion is a number 1 priority. Proper supervision and knowledge would alleviate many of the problems between union and management, he indicated.

The matter of classification was discussed and Mr. Peterson answered questions in this regard, indicating that staff in this section had less than a years' experience.

In reply to questions, Mr. Peterson indicated that there was a close coordination with the Workmen's Compensation Board insofar as an existing program of safety is concerned. It was suggested that an earlier report on the matter of the City's safety policy program be circulated to Council members.

The matter of recruiting was raised, as the Unions at an earlier meeting indicated there were delays and problems in this area and that the recruiting should be decentralized with the departments recruiting personnel. Mr. Peterson was strongly of the opinion that there were no delays in recruiting and that his Department has a good record in this regard and felt that the situation would not improve if departments were handling recruiting on their own.

Following further consideration of this topic the Committee,  
 RECOMMENDED:

THAT the report of the Personnel Director be received and that Council endorse the existing procedure whereby the Personnel Services Department is in charge of recruiting personnel and therefore, the recruiting continue to be centralized in this manner.

The Committee adjourned at approximately 1:40 p.m.

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